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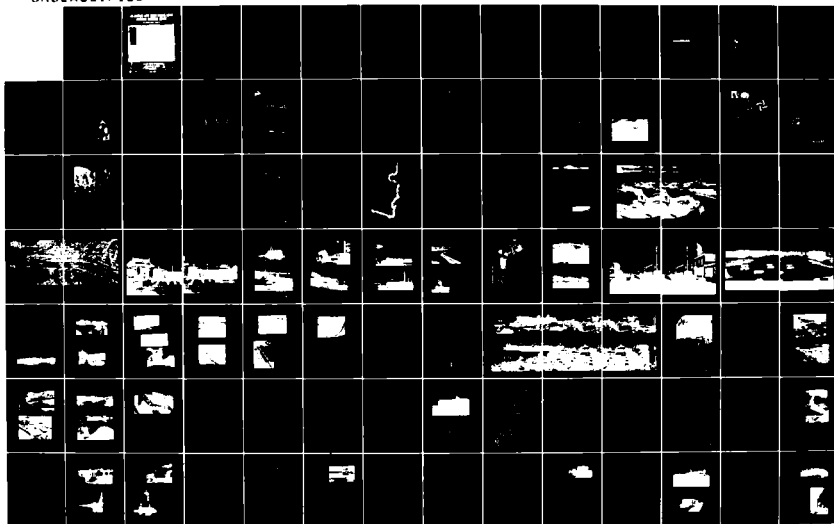
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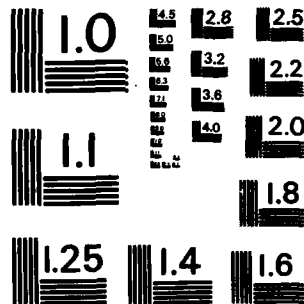
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Los Angeles County, California

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# LOS ANGELES-LONG BEACH HARBOR AREAS

## CULTURAL RESOURCE SURVEY

Prepared for: U.S. Army Engineer District  
Los Angeles, California

Submitted by: Dr. Lois J. Weinman,  
Principal Investigator; and  
Dr. E. Gary Stickel

April 1978



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## **ABSTRACT**

The purpose of the survey was to locate and identify cultural resources at the Los Angeles and Long Beach Harbors that might ultimately be affected by a project. The report is comprised of historical and archeological overviews of the project area, an identification and reliable statement on the significance of each of the individual sites, and recommendations for inclusion as historical monuments. The research disclosed 18 prehistoric archeological sites and a minimum of 21 shipwrecks. A total of 30 historical resources were included in the cultural resource survey.

## **INTRODUCTION**

### **Purpose of the Survey**

This survey was conducted to identify and locate cultural resources in the Los Angeles and Long Beach Harbor areas that might ultimately be affected by a project. The survey was carried out in compliance with the National Environmental Policy Act (PL 91-190); the Archeological and Historical Preservation Act (PL 93-291); and Executive Order No. 11593, May 15, 1971, "Protection and Enhancement of the Cultural Environment". A second purpose of this survey was to propose that qualified historic and archeological resources be nominated for inclusion in the National Register of Historic Places, in the California State Landmark Program, and as Los Angeles Historic-Cultural Monuments and to provide a relevant bibliography for these resources.

### **Project Location**

The field examination extended from the headlands at Point Fermin, within the San Pedro, Middle, and Long Beach breakwaters, to a line that extended shoreward to Seal Beach Boulevard. The study extended inland northwest along Seal Beach Boulevard to the Pacific Coast Highway and northeast to Anaheim Street to the Harbor Freeway, south on the Harbor Freeway to Gaffey Street, south on Gaffey Street to Hamilton Avenue, west on Hamilton Avenue to Alma Street, and west to the ocean. A map comprised of portions of three USGS 7.5-minute-series topographic quadrangles (Long Beach, Torrance, and San Pedro) accompanies this report. Of the total 27,103 acres in the survey area, the underwater area covers 13,484 acres and the land area covers 13,619 acres. Inland resources were investigated only when they had a direct relationship to harbor history. Consequently, Spanish ranch houses, even when belonging to the owners of land along San Pedro Bay, were considered peripheral to this study.

### **Organization of the Report**

The brief cultural histories of the harbors provide chronological settings into which the

more intensive descriptions and histories of the individual resources may be placed and thus better understood. The names of the historical resources and the numbers that identify them on the site map appear in parentheses within the text as an aid to their identification. Photographs and additional maps are found throughout the report.

The cultural resource sites are presented in a separate section. Five of the sites are already on the National Register of Historic Places and five others are State Registered Landmarks. Of these 10 sites, several received but brief mention. Others such as Timms Point received more space because a study of the resource helped complete the understanding of an important era of harbor history omitted in the brief regional cultural history. This logic was followed throughout the section. Eight sites were nominated for the National Register of Historic Places and six for State Registered Landmarks.

The summary section reviews the recommendations for nomination and presents several resources that were not investigated but which may prove to be important in the future. A complete bibliography, including both archeological and historical works, is included in the survey. The appendix contains an inventory of the findings on historical resources, information concerning the literature search, the personnel conducting the survey, the methodology used, and copies of nomination forms on file.

### **Personnel Conducting Survey**

This survey of archeological and historical resources was conducted by Dr. David Williams, Project Director; Dr. Lois Weinman, Principal Investigator; Mr. Richard Speed, Research Assistant; Dr. Gary Stickel, Marine Archeologist; and Dr. John Pohlman, Consultant. Additional information concerning personnel is included in the appendix.

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## REGIONAL CULTURAL HISTORY

### PREHISTORY AND EARLY HISTORY IN THE HARBOR AREA

Archeology today is a modern science that attempts to answer basic questions about people in the past. Artifacts are carefully studied in the hope of providing answers to cultural questions of who, where, when, how, and why things happened the way they did in the past. No longer are archeologists content with just collecting artifacts, describing them, and putting them on display in museums. Now they hope to reconstruct and explain past human behavior. There is evidence that human culture began at least 3 million years ago in Africa. With such a vast vista of time, archeologists should be able to obtain much information about how people lived in the past. Ancient man experienced food and fuel shortages, overcrowding, and conflicts with other groups of people, and knowing how he solved or coped with these problems may help us survive in the future. With this view in mind, archeologists consider every area in the world that has evidence of past human life to be scientifically important. The human prehistory of the Los Angeles area is certainly no exception to this modern approach.

When the Spanish conquered California they subjugated the various Indian inhabitants. The total disruption of native life and the introduction of European diseases led to the virtual extinction of local Indian populations. Long-established Indian villages were quickly abandoned. Today these villages are archeological sites. Unfortunately, the destruction of native culture did not stop with the Spanish.

Greater Los Angeles today is one of the major population centers of the world. The creation of this megalopolis, unfortunately, had severe impacts on the natural landscape as well as on archeological sites. Only mere vestiges of natural plants and a rapidly decreasing number of archeological sites survive. Archeologists are alarmed about this because the sites allow them to flesh out the bare bones of prehistory and produce more meaningful results. This is especially true

today because of increasingly sophisticated computer and other space age methods of analysis. Unfortunately, once an archeological site is destroyed by the construction of a housing tract or a street, it is lost forever to science and the public. Greater Los Angeles has obliterated most of the archeological sites of its once flourishing prehistoric cultures. There are not only scientific concerns for these losses but important humanistic ones as well:

This is not hyperbole. Anyone who examines the evidence will discover that there is a crisis, and that in America, ironically, just as serious popular interest in the Indian has developed, we are about to destroy Indian civilization a second time — this time with bulldozers.(ref.1)

Thus, a cultural inventory is a way to take stock of what resources (sites and artifacts) we still have. In a sense too, it allows us to take stock of ourselves in light of the spectrum of human achievement.

Because of the destruction of a great amount of archeological data, we have very scanty knowledge of cultural development here. New and refined studies are needed to piece together a reliable picture of cultural development, but such research will only be possible if we today save enough sites for future study. So little is presently known that there are even competing time sequences (chronologies) of local human occupation (ref. 2; ref. 4). The chronology of William Wallace (ref. 2), slightly modified, is used here to outline local prehistory (fig. 1).

### The Early Systems Period (50,000? to 7,000 years ago)

All available evidence points to an Old World, probably African, origin for humankind; therefore, the New World had to be colonized from the Old World. Although there were transoceanic voyages before Columbus, it is almost a certainty that North and South America were settled by people who came over

GENERAL SOUTHERN CALIFORNIA MAJOR PERIODS	DATE	GREATER LOS ANGELES BASIN-COAST CULTURAL CHRONOLOGY
ETHNOHISTORIC PERIOD	18th CENTURY	
	200 BP*	BALLONA COVE 4
	400	
LATE PREHISTORIC PERIOD	600	
	800	
	1000	
	1500	
HUNTING PERIOD	2000	BALLONA COVE 3
	2500	
	3000	
	3500	
	4000	
MIDDLESTONE PERIOD	4500	BALLONA COVE 2
	5000	BALLONA COVE 1
	6000	
	7000	
	8000	
	9000	
EARLY STONE PERIOD	10000	
	20000	
	30000	
	40000	
	? 50000 BP	

\*BP - before present

Figure 1. Greater Los Angeles basin-coast cultural chronology

what is now called the Bering Strait between Russia and Alaska. How early they moved down to California has not been established, but there are some recent dates based on a new technique called *amino acid dating*. Using this system, archeologists determined that human bones found in the San Diego area were about 50,000 years old. Although it is reasonable to suggest a hypothetical beginning point for Los Angeles at about the same time, there is no conclusive evidence of this so far. The well-known *radiocarbon dating* technique was used to measure the age of "Los Angeles Man." This human fossil was found along Ballona Creek (the ancient Los Angeles River) in a deposit in which imperial mammoth bones were also found. The bones were dated at the isotope

laboratory of the University of California, Los Angeles, to 23,600 years ago, indicating local human occupation by that date. Also, the La Brea Tar Pits provide more evidence of early occupation. There is data which suggests that some of the saber-toothed cats, panthers, and ancient bison may have been butchered and thrown into the tar by early man. Human bones, called the "La Brea Woman," were dated by UCLA to 9,000±80 years ago. These fossils are on display at the new George C. Page Museum for La Brea Discoveries in Hancock Park. Because there are many problems with accurate interpretation of these scanty early remains, the search for more substantial data continues. (Ref. George Miller, 1969.)

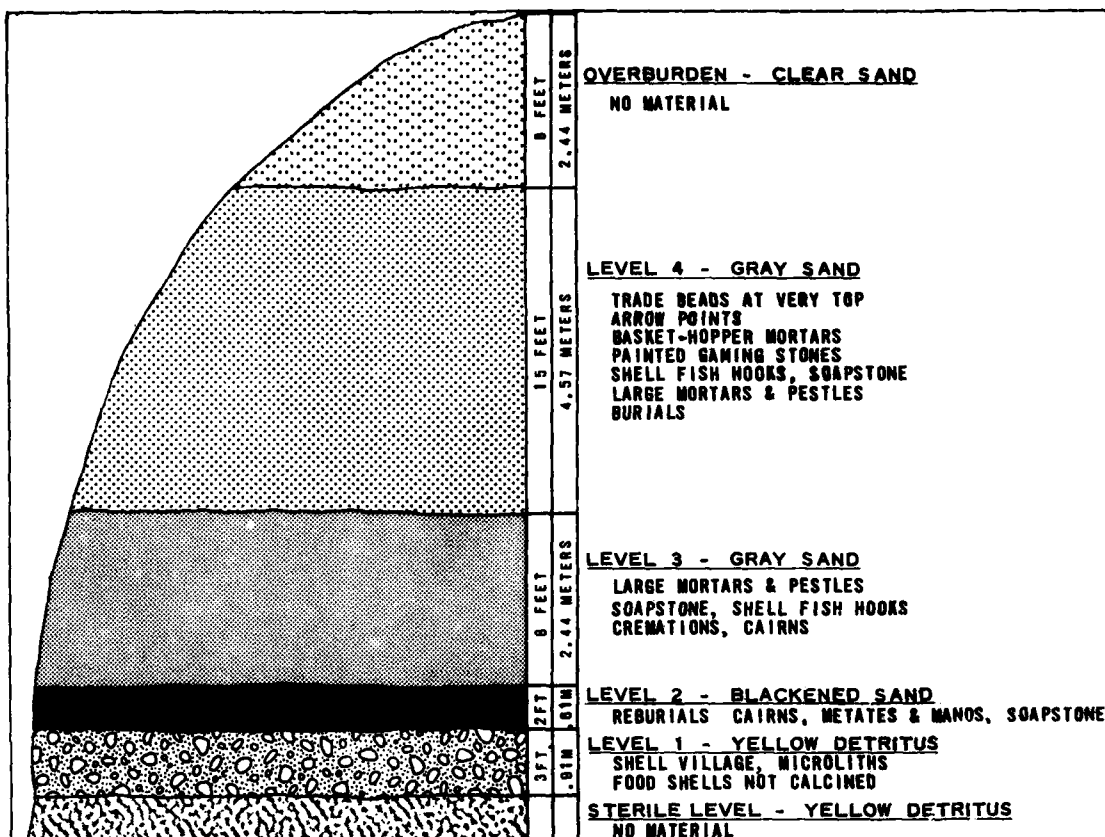


Figure 2. Stratified archeology of the Malaga Cove Site

More evidence, especially artifacts, comes from Edwin Walker's excavations at the Malaga Cove site at Redondo Beach. This site, now destroyed by development, is significant because of its outstanding *stratigraphy*. (Stratigraphy is concerned with the origin, composition, distribution, and succession of strata, or layers/levels of the earth's surface.) A total of 27 feet of cultural deposit was divided into four distinct cultural strata or levels (fig. 2). This is the deepest known archeological site in the greater basin and coast area. Because different cultural strata represent cultural change over sometimes thousands of years, archeologists are anxious to explore and understand the culture changes represented by such data. A number of artifacts, mostly small, crude chertstone flake tools called *microliths* (fig. 3) were found in level 1, the deepest and oldest one at Malaga Cove (ref. 2). Flake knives (fig. 4), flake scrapers (fig. 5), and

convex-based projectile points that probably served as spear or dart points for hunting (fig. 6) were also found in level 1. The stone flakes from which these tools were made were taken from chipped cores. Other artifacts included pebble hammerstones (fig. 7), abalone shells with their openings plugged with asphaltum (asphaltum could have been obtained from such places as the La Brea Tar Pits), and small disc beads of clamshell and the more abundant olive shell beads. The latter are called *spire-lopped* (*Olivella sp.*) beads because the spire of the natural shell is ground off to create a hole for stringing the bead (fig. 8). Some incised stones and bone beads and tools were also recovered.

The people of the Early Period subsisted by shellfish gathering, supplemented by some hunting and fishing. Although they may have gathered plants for food, no firm evidence of this was found (ref. 2).



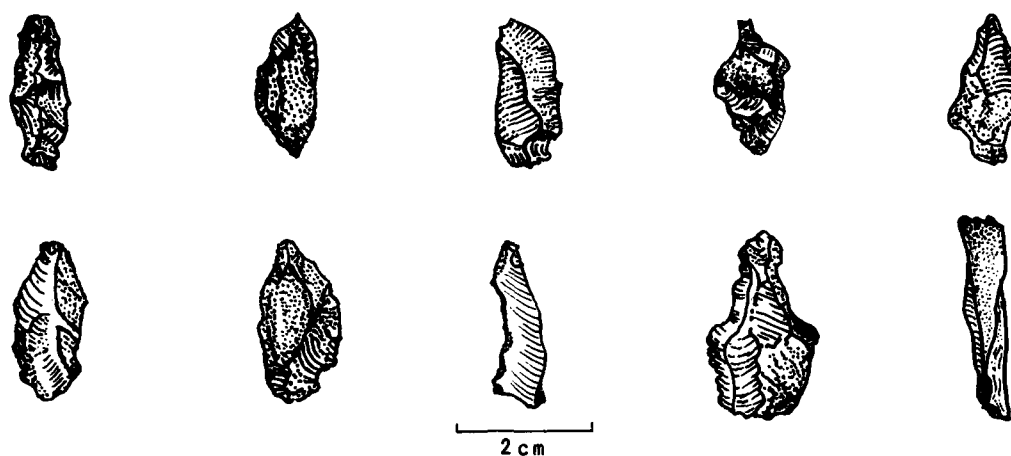


Figure 3. Stone microliths

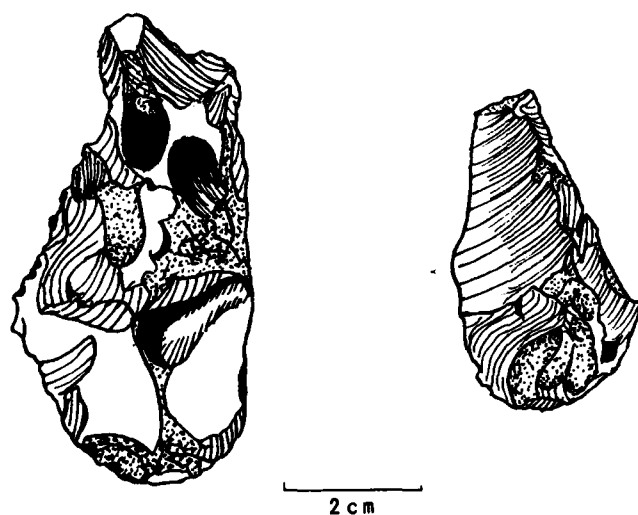


Figure 4. Stone flake knives

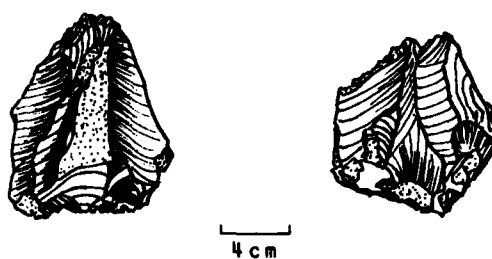
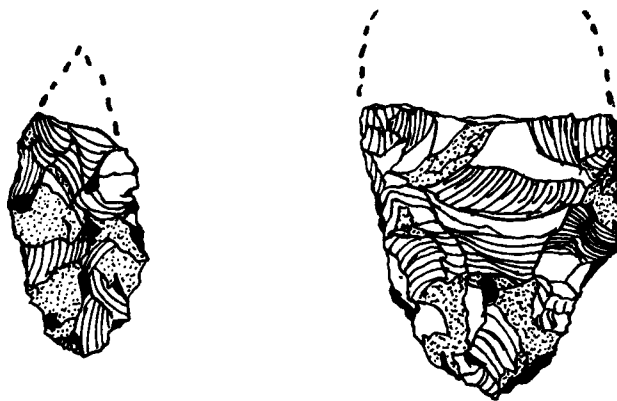


Figure 5. Stone flake scrapers



2 cm

Figure 6. Chipped stone points

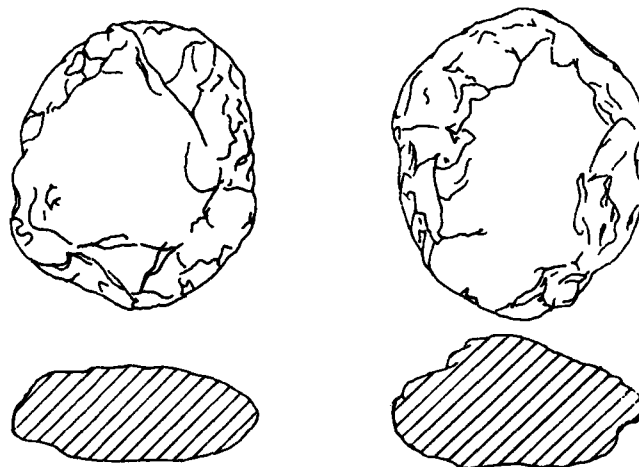


Figure 7. Pebble hammerstones

4 cm



5 mm

Figure 8. Shell bead

**The Millingstone Period (7,000 - 3,500 years ago)**

The Millingstone Horizon or cultural period artifacts were found in level 2 at Malaga Cove. A number of grinding tools were recovered, including large millingstones, which archeologists call *metates* via Mexican terminology and mullers called *manos* (fig. 9). Knife blades, some bone and shell ornaments, thick, disc-shaped stones called *stone discoidals*, some soapstone (steatite) objects, and a few stone mortars and pestles were also found. Some human burials, which had "cairns" (groups of rocks) placed on top of them as part of the ancient burial ceremony, were discovered in level 2 as well.

The stone discoidals from Malaga Cove are part of a larger group of stone artifacts called "doughnut stones" and "cogstones" (fig. 10) that archeologists have found in sites of this period. These stones may have had a religious function, but this has not been proven, largely because most of the known specimens were irresponsibly removed by collectors (whom archeologists condemn as "pot hunters") rather than by scientists. Just as the context of the pattern of clues at the scene of a crime is often of critical importance in solving that crime, the relationships of an artifact to other data in a site can enable correct interpretations of the function of the artifact. Although cogstones have eluded such interpretation, archeologists hope to discover them in undisturbed contexts during future fieldwork.

Figure 9. Millingstones

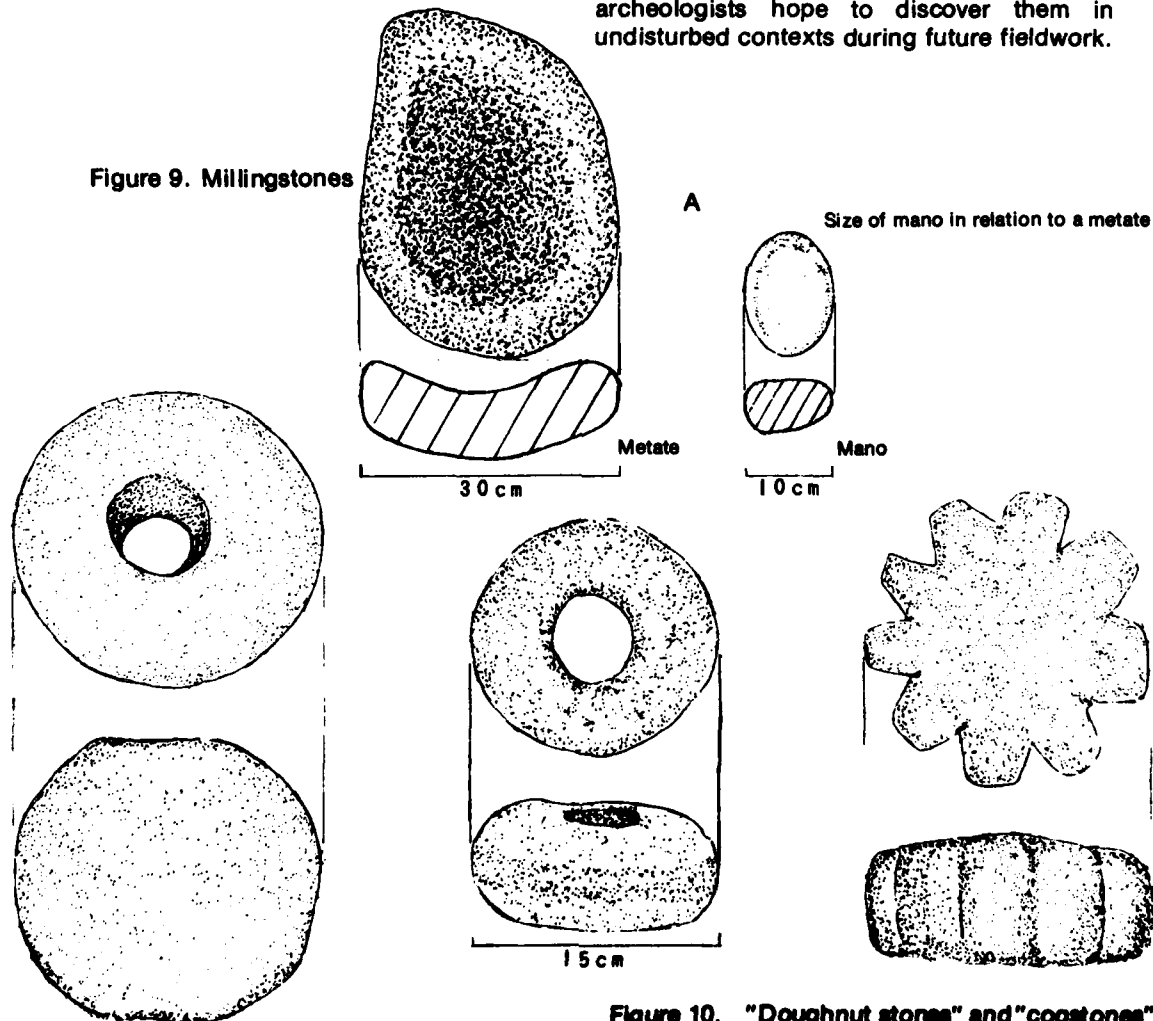
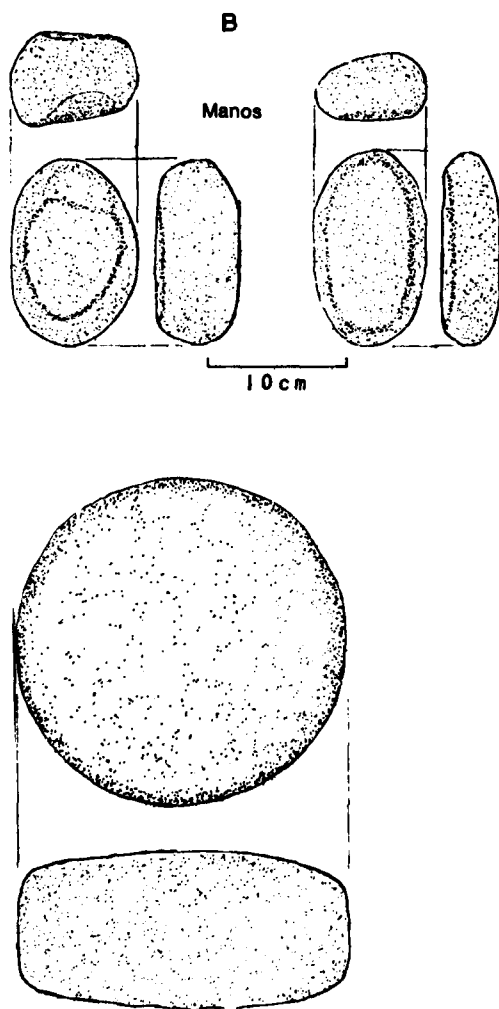


Figure 10. "Doughnut stones" and "cogstones"

Bone tools were rare during this period but included awls, antler flakers (used to produce flaked-stone artifacts), beads, and hooks for a spear-throwing device called an atlatl. Shell items were limited to beads, pendants, and some abalone dishes. Tarring pebbles, presumably used to coat baskets with tar to waterproof them, have also been encountered. Fragments of asphalt with basketry impressions in them have been found. For instance, impressions of a coiled basket, probably a water bottle (fig. 11), were found during recent excavations at Bolsa Chica (ref. 3). Human remains from this period have been found in loosely flexed, extended, or reburial positions.



The people of the Millingstone Period were primarily plant food collectors (as evidenced by the manos and metates); hunting and fishing were secondary activities (ref. 2). The ecology of these people was not only oriented to collecting seeds, such as seeds of sages, but also to collecting shellfish. Hunting and fishing seem to have been less important, as evidenced by the few projectile points and fish and mammal bones (ref. 4). This pattern is reflected in the recent data obtained from Bolsa Chica in Orange County (ref. 3). The amount of broken shell recovered from this site indicated that the people relied mainly on shellfish. The shells from the site are the typical species used during this period and include scallops, cockles, oysters, and clams. Bones of the green winged teal and the snow goose provide evidence of hunting; other game identified include the Pacific pond turtle, cottontail rabbit, blacktailed jackrabbit, California ground squirrel, pocket gopher, deer mouse, and dog or coyote. However, the bones of angel shark, soupfin shark, bat ray, shovelnose guitarfish, surf perch, yellowfin croaker, bonito, and grunion suggest an ocean emphasis of that site's inhabitants.

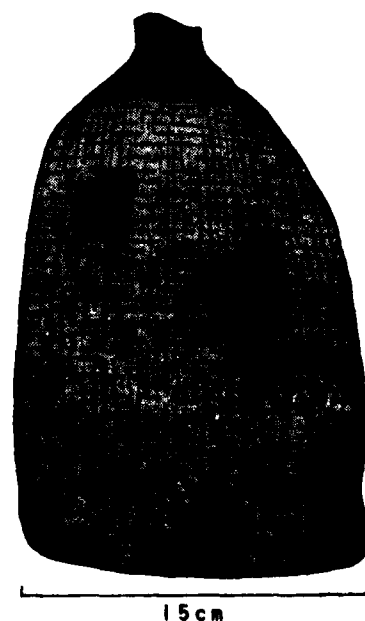


Figure 11. Asphaltum-lined basketry water bottle

### The Hunting Period (3,500 - 1,200 years ago)

The *Intermediate Horizon*, also known as the Hunting Period, lacks as much data as the periods before and after it (ref. 2). Wallace notes that "...the major cultural change during this period, aside from an increased dependence on hunting, was the shift in grinding implements from the milling and hand-stone combination to the *mortar-pestle* (fig. 12), though the former continued in use on a reduced scale". During the Hunting Period there was a change from the use of hard-shelled seeds to the use of larger, fleshier foodstuffs such as the acorn. Of all the natural resources available at the time, the California oak provided a distinctive 'bread of life' to local inhabitants. Native use of this resource has led anthropologists and archeologists to speak of a California Culture area in North America. However, the use of this food item was contingent on the innovation of special processing techniques to remove the tannic acid poison in acorns to make them edible. The Indians developed special ways to harvest, hull, grind, and sift the acorn flour as well as to leach in water to remove the tannic acid. They stored the flour for later use or cooked and prepared it for immediate consumption.

The native acorn is a highly nutritious food, much more so than our modern wheat. It is not hard to understand why native populations prized their acorn harvests once they had acquired the leaching technology. Acorns were mainly fall and winter foods, and the presence of shellfish hooks (fig. 13) and bone harpoon barbs in level 3 at Malaga Cove indicates that hunting was not neglected in their economy. Moreover, the presence of bones of whale, sea lion, Alaska fur seal, southern fur seal, sea otter, porpoise, deer, coyote, rabbit, albatross, ducks, gulls, loons, and many fish indicates that they were successful hunters.

Some basket fragments from finely woven baskets and the bone awls used for making the baskets attest to the technological progress of the period. Small projectile points, which are probably arrowheads rather than spear points, indicate that the bow and arrow may have come into use during this time (ref. 2).



Figure 12. Mortar and pestle

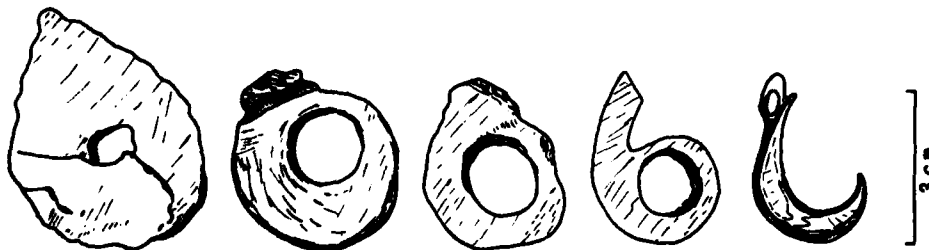


Figure 13. Process of making shell fishhooks

**The Late Prehistoric Period** (1,200 - 434 years ago; A.D. 1542)

The *Late Horizon* period began around A.D. 1200 and lasted until European contact in California. The thickest cultural stratum at Malaga Cove was the topmost one. Level 4, which was 15 feet thick, was the only level in which true *arrowheads* were found. Most of these were leaf shaped, some were triangular with concave bases, and still fewer had stemmed bases (fig. 14). These points were made of chert and chalcedony and, rarely, of obsidian. Antler flakers were used to make arrows, and soapstone was used to straighten arrow shafts (fig. 15). A *basket-hopper mortar* (fig. 16) and many fragments of standard bowls, mortars and pestles were found. Shell fishhooks and ornaments, bone tools and ornaments, incised stones, possible harpoon points, and pounders were also found. The material in level 4 showed extensive use of asphaltum.

Also found in level 4 were unusual artifacts called *gamestones* (ref. 5). (However, we do not know if they were used as game pieces or not.) These gamestones are painted, flat, water-rounded pebbles about 2 to 2-1/4 inches (5 to 5.6 cm) long (fig. 17). The dark-brown geometric patterns painted on them are similar to the patterns on the famous Azilian painted pebbles from Mas d'Azil, Ariege, France (Azilian is a mesolithic culture complex of Europe that dates from 15,000 to about 6,000 B.C.). Also, like the earlier mesolithic hunter-fishers of Europe, Late Period people had a diverse economy. Many kinds of local shellfish were exploited. Also, the presence of many bones in level 4 indicates the diverse hunting of new game animals, such as antelope, badger, skunk, birds (goose, brown pelican, loon, sea gull, murre, and ring-billed gull), and fish. All this evidence points to an intensive hunter-fisher-gatherer ecology. The close of the prehistoric period is evidenced by the presence of Spanish glass trade beads found in this topmost level.

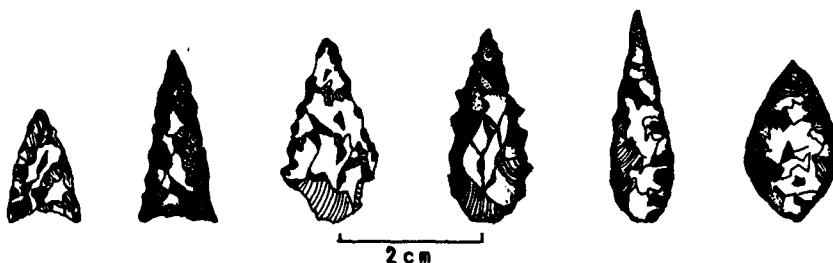


Figure 14. Arrowheads

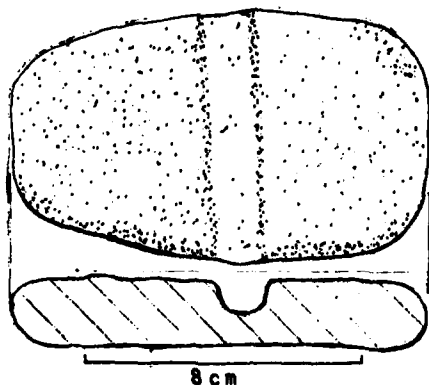
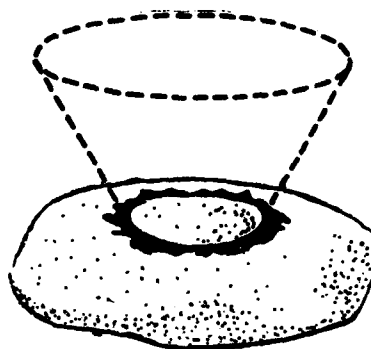


Figure 15. Soapstone arrowshaft straightener



(diameter of pounding surface, about 15cm)

Figure 16. Basket-hopper mortar

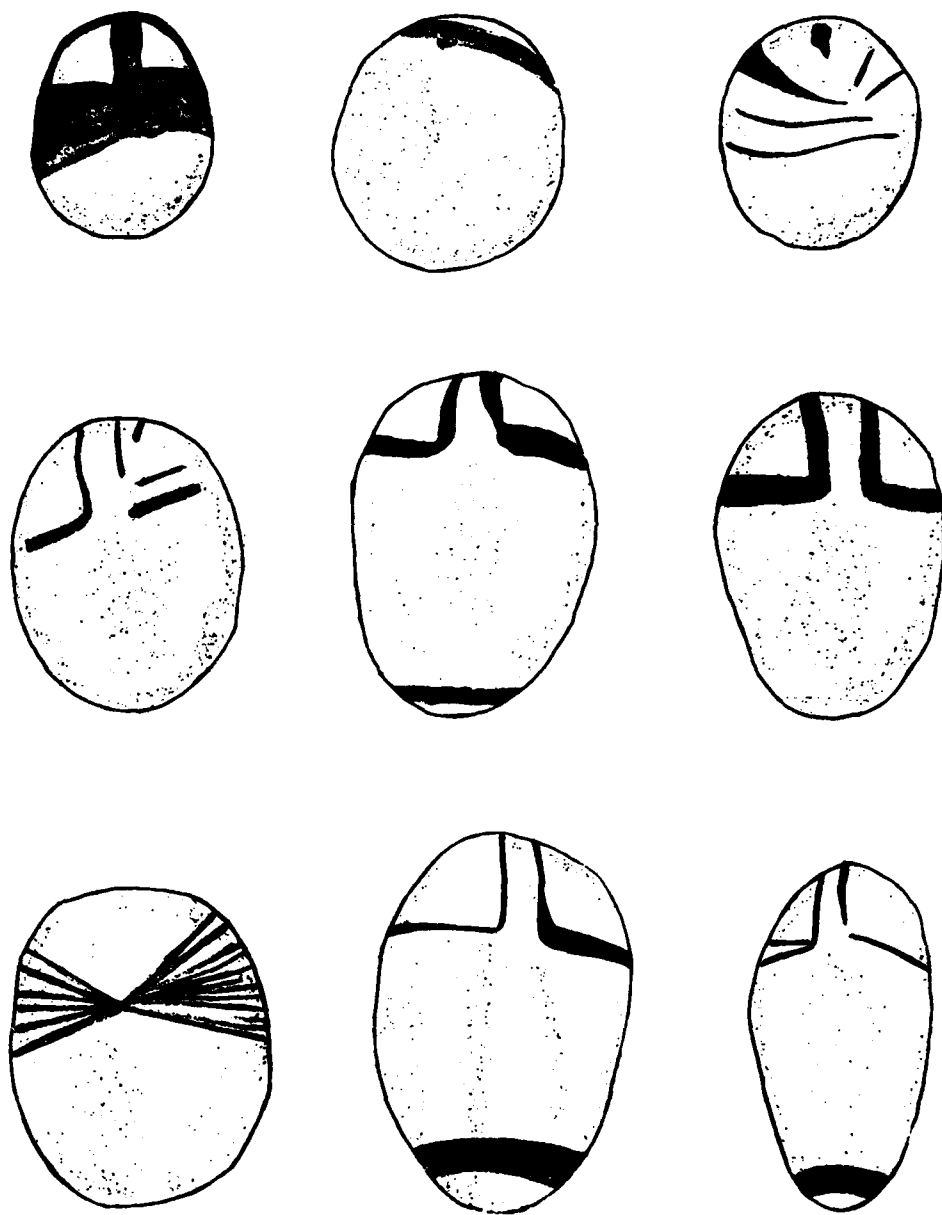


Figure 17. "Gamestones"

Other sites along the coast and on the islands provide additional evidence that numerous ornaments of shell, bone, and stone were made during this era. Model canoes made of soapstone (fig. 18) represent the use of large and efficient ocean canoes. Soapstone (steatite) from Catalina Island quarries was used to make large *ollas* and *bowls* (fig. 19); *smoking pipes* (fig. 20); *tubes* (fig. 21), which may have been suction tubes used by shamans for ceremonial cures; *comals* or *frying pans* (fig. 22); and *pendants and beads* (fig. 23). All of these items were traded throughout the area. Of special interest are the small carved figures of boats, sea mammals, and possible pelican effigies (fig. 24). Some of these artifacts have been found as grave goods at burial sites. Level 4 at Malaga Cove provides evidence of both flexed burials and cremations.

Most archeologists agree that the population increased during this period (more and larger village sites) and that skill of craftsmanship increased (more elaborate artifacts — e.g., finely made hafted knives) (fig. 25). Trade both on land and on the sea increased as the population grew; a greater variety of food resources, particularly marine resources, were more widely utilized. Local shells, found as ornaments in archeological sites as far away as Arizona and New Mexico, provide evidence of the expanding trade network. Undoubtedly, the psychological and closely related ideological (e.g., religious) aspects of the culture were flourishing during this period. The Late Period people developed into what anthropologists now call the Gabrielino Culture. This culture was soon cut short by the European invasion.



Figure 18. Model canoes

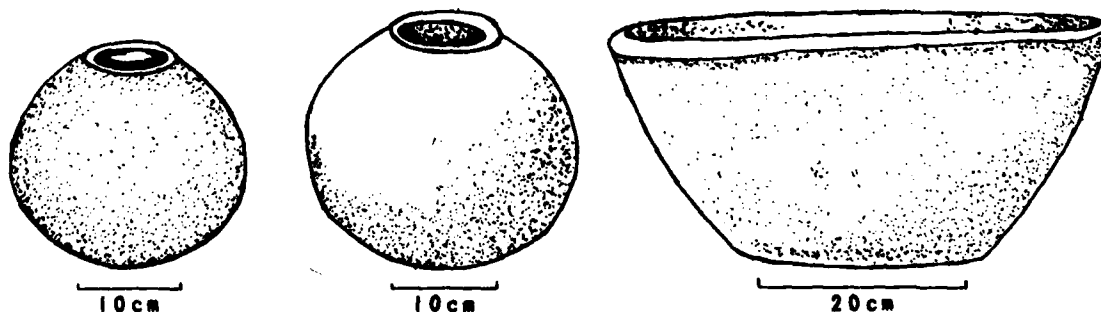


Figure 19. Ollas and bowl



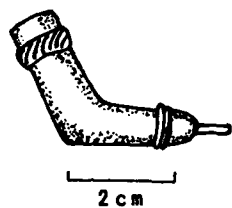


Figure 20. Smoking pipe

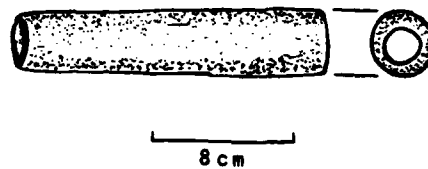


Figure 21. Soapstone tube

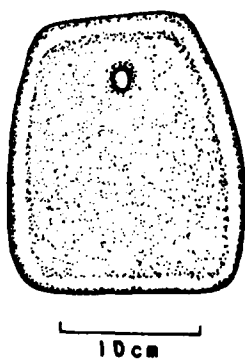


Figure 22. Comal

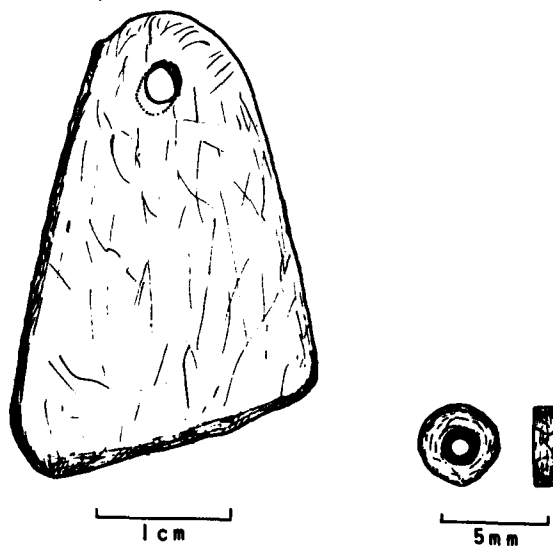


Figure 23. Pendant and bead

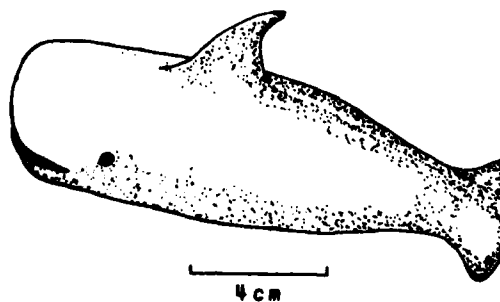
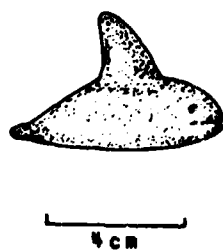


Figure 24. Soapstone carved figures

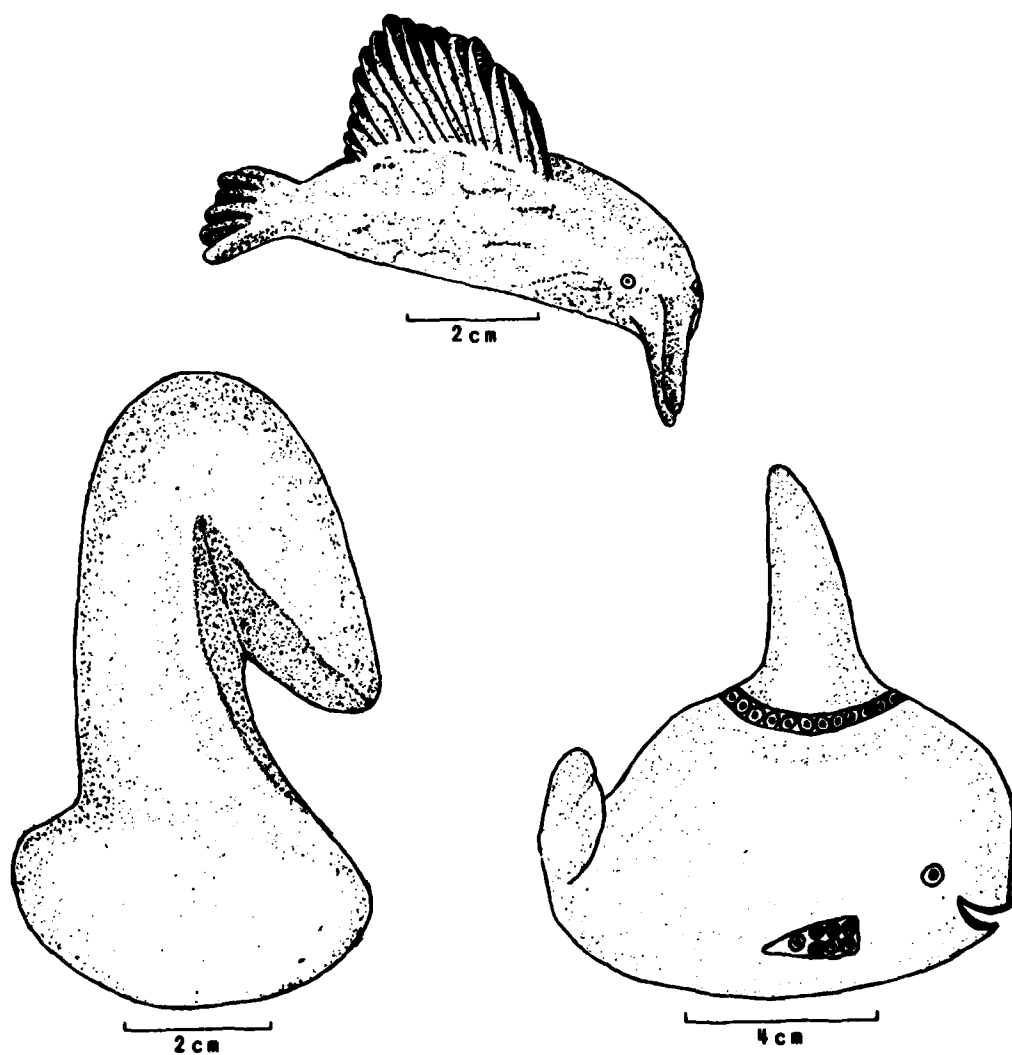


Figure 24. Carved figures

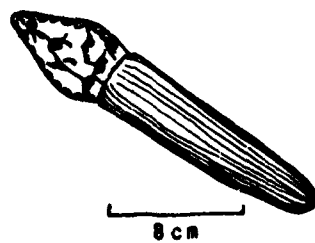


Figure 25. Knife

### **The Gabrielino Indians (Ethnohistoric Period)**

They seem to have been the most advanced group south of Tehachapi, except perhaps the Chumash (ref. 6).

The Gabrielino first met the Europeans only 50 years after Columbus' initial voyage to America. The explorer Juan Cabrillo sailed along our coast in 1542 and saw these Indians on the islands. Later, the sea expedition of Vizcaino in 1602 and especially the land expedition of Portola in 1769 led to the slow but increased occupation by the Spanish and later by the Mexicans and the Americans. Each invader brought his own plants, animals, missionaries, and alien lifeways. Most destructively, the invaders also brought diseases to which the local natives had no biological resistance. These diseases included poxes, pneumonia, tuberculosis, and venereal diseases. The cultural shock of the alien lifeways and the impact of fatal diseases quickly withered the highly adapted cultural system of the Gabrielino. To objective scientists, the destruction of the Gabrielino culture represents dominant cultural systems overcoming another system. The humanist, however, views what happened here as another chapter in man's inhumanity to man.

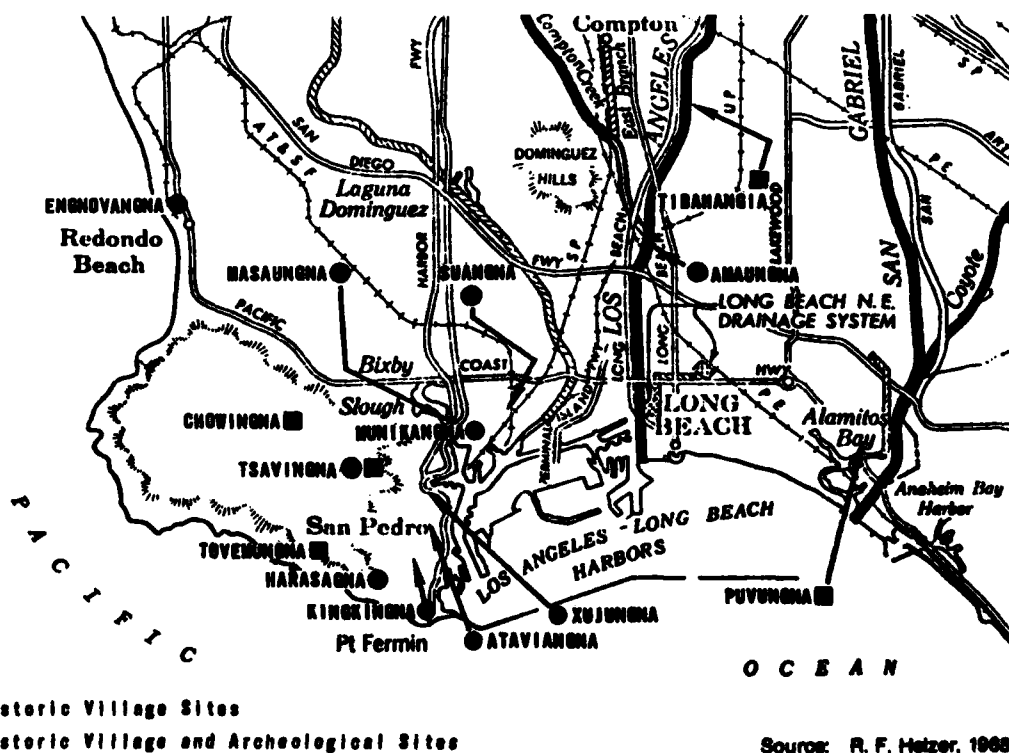
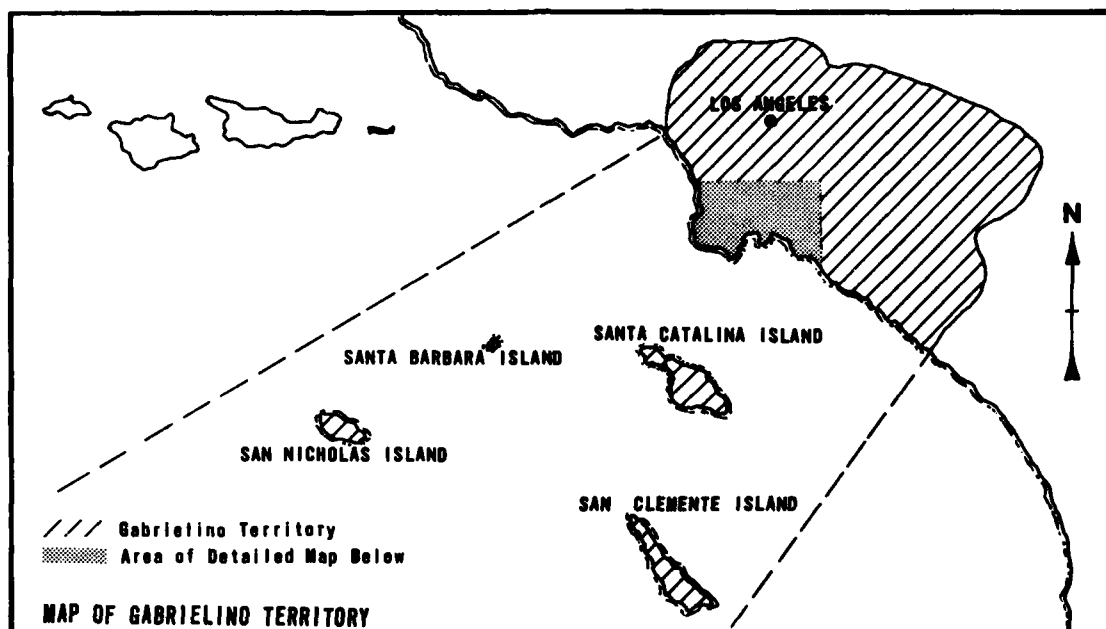
What good intentions the early missionaries may have had were overshadowed by the ways the Indians were actually treated. The gentle Gabrielino were exploited, degraded, raped, exterminated, and, during the American era, subjected to a form of slavery. Indians were sold liquor, then arrested and jailed as drunks. They were then auctioned off on a regular weekly basis with purchasers paying the Indians' fines in return for forced labor. In his classic book *Cattle on a Thousand Hills*, Robert Glass Cleland recounts that in 1852 the foreman of the Los Alamitos Ranch wrote Abel Stearns, the owner, "I wish you would deputize someone to attend the auction that usually takes place on Mondays and buy me five or six Indians." (ref. 7) Very little is known of this once dynamic Indian group because few settlers had any appreciation of the Gabrielino culture and they did not take the time to record Indian lifeways. There are two notable exceptions. Father Geronimo Boscana

wrote the invaluable *Historical Account of the San Juan Capistrano Indians of Southern California*, which was based on his stay at the mission from 1812 to 1826. Information was also provided by Hugo Reid in his letters on Angeles County Indians printed in the 1800's by the *Los Angeles Star*. Reid's interest is partly due to the fact that he was married to a respected Gabrielino woman. The best ethnographic sources on the Gabrielino are few (Kroeber, 1925; Boscana, 1933; Johnston, 1962; and Reid, 1968).

### **Gabrielino Environment**

Gabrielino populations occupied an area bounded on the west by the vicinity of Topanga Canyon on the coast. (Just further west is Malibu; the name derived from the Gabrielino's Chumash neighbors to the north.) From there the Gabrielino occupied the entire San Fernando Valley, the greater Los Angeles basin, the coastal strip down to Aliso Creek south of San Juan Capistrano, and the southern Channel Islands of Santa Catalina, San Clemente, and San Nicolas. (See map 1, ethnographic map of the study area.)

Today a vast cityscape covers former Gabrielino land. Most Angelenos have no accurate view of what the original landscape was like and probably picture it as largely lowland plains with only scattered trees and shrubs. The environmental impacts of the American ranching era produced such a landscape. One early traveler to Los Angeles described the 'thousands of ground squirrels' on the plains between San Pedro and Los Angeles: "...it looked as though I had landed on another planet." (ref. 8). But this original landscape was destroyed to create cattle ranches. Prior to the arrival of the ranchers, the land, except for clusters of hills, was forested. Impenetrable thickets were interspersed with pools and swamps that the Spanish called cienegas. For instance, Beverly Hills and most of the area to Santa Monica Bay was one vast swamp. Grizzly bears and other abundant game flourished in the jungles of sycamores, willows, alders, bramble bushes, and wild grape vines. Similar denudation has greatly changed the species of plants and animals on Santa Catalina and San Clemente Islands, the Gabrielino's main islands. Also, the



Map 1. Former Native American village distribution on a modern map

development of the harbors at San Pedro completely destroyed the small Deadman's Island, and the construction of Terminal Island obliterated former Rattlesnake Island. These examples demonstrate that this area is one of the most severely human-changed environments in the world.

#### **Gabrielino Population**

Our knowledge of these people is so poor that we do not even know what they called themselves. The term Gabrielino derives from their association with Mission San Gabriel Archangel, which was founded in 1771 (fig. 26). Gabrielino were also associated with the Missions of San Fernando and San Juan Capistrano, which were also established within the native territory. There are no accurate accounts of the Gabrielino's original population size. Total population was

estimated to be about 5,000 in A.D. 1770 (ref. 6). The best available map of their reconstructed village locations shows a total of 52 sites although others are indicated. Early Spanish accounts of individual village populations vary, but one chronicler mentioned a 'populous' village of 52 people. It is known that larger groups of people met at certain villages for special ceremonies.

To the early observers the Gabrielino were not tall, but were stocky, muscular, and well-built. The writer of the Vizcaino diary, Venegas, described Santa Catalina women as handsome, with lovely eyes and features, and the children as fair, friendly, and smiling. He remarked that the "...men had a talent for thievery in addition to their cleverness and first-rate intelligence". Men usually went nude, and women wore only aprons made of flexible strips of cottonwood or willow.



**Figure 26. San Gabriel Mission with Gabrielino house in right foreground**

### Gabrielino Tools and Artifacts

All of the artifacts so far described under the Late Period were made and used by the Gabrielino. But ethnographic analysis of early observations provides data on many kinds of artifacts and other things that archeologists normally cannot dig up.

Few well documented examples of Gabrielino basketry survive, but those that do demonstrate the exceptional skill and artistry with which they were made. Twined and coiled baskets were fabricated for acorn harvesting, seed-beating, winnowing, parching, and cooking (fig. 27). *Asphalt-coated water bottles* (fig. 11) and special *ceremonial baskets* with much decoration were also made (fig. 28).

Stone mortars and pestles were still in use for processing plant foods. Also, special sacred mortars and pestles were finely made and used in ceremonies (fig. 29).

Bone awls, hide scrapers, rabbit throwing sticks, and war clubs were all commonly used. The Gabrielino also made split cane knives, bows and arrows, and stone knives asphalted to wooden handles (fig. 30).

Undoubtedly the Gabrielino knew how to make pottery, but they chose instead to manufacture pots and cooking implements from soapstone quarried on Catalina Island. Soapstone vessels, although difficult to make, nevertheless were excellent cooking pots. The Gabrielino also used soapstone to make shamans' suction tube pipes (fig. 21), beads, fine ceremonial bowls (fig. 31), carvings of whales, seals, and fish, and stylized pelican effigies (fig. 32).

The Gabrielino constructed several types of structures. Houses were usually dome shaped, but some were also pointed (fig. 33; fig. 26). The framework of the houses was made of willow, and the roofing material was reed tule thatching. The Spanish referred to these houses as *jaca/es*. The chief had the largest house in a village (ref. 6). These houses had central firepits and smoke was left to find its way out through the roof. Another structure was the men's sauna-like sweat house. These structures, which the Spanish called by the Aztec term *temescal*, were smaller than the

houses and were covered over by earth. A special ceremonial enclosure called a *yoba* or *yobangnar* was also made. One such enclosure was 50 feet in diameter. It was surrounded by a 3-foot-high fence made of stakes intertwined with willow twigs. The Spanish reported that an idol was set up inside such an enclosure on Catalina Island. Given their description, the idol may have been similar to a carving found on San Nicolas Island (fig. 34).

Of special interest are the soapstone quarries on Catalina Island which still exhibit the scars of the ollas that were hacked away from the native rock. The Gabrielino made paintings (pictographs) and carvings (petroglyphs) on rock outcroppings for ceremonial purposes. Most of the designs were geometric but some representational forms have been found (fig. 35).

Like their Chumash neighbors to the north, the Gabrielino had the remarkable technological development of actual planked canoes. As opposed to the simple dugouts and reed rafts of most native groups in the United States, the planked canoes greatly impressed the Spanish. There are no early accounts of the Gabrielino canoes in action, but from the evidence it would appear that the Gabrielino canoe was identical to the *tomol*, the Chumash planked canoe (fig. 36). These canoes, among the most advanced technological achievements of North American Indians, fascinated the early Spanish seafarers. Father Crespi of the 1769 Portolá expedition wrote of the Chumash and their canoes:

They are of good figure and disposition, active, industrious and inventive. They have surprising skill and ability in the construction of their canoes, which are made of good pine planks, well-joined and of a graceful shape, with two prows. They handle them with equal skill. Three or four men go out into the open sea in them to fish, and they hold as many as 10 men. They use long oars with two blades, and row with indescribable lightness and speed.

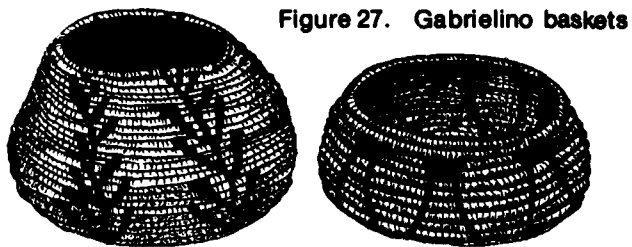


Figure 27. Gabrielino baskets

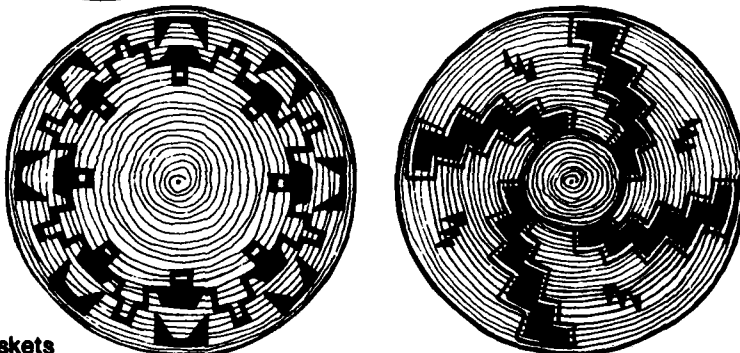


Figure 28. Ceremonial baskets

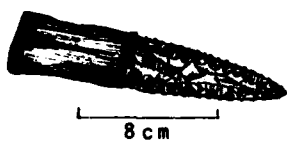


Figure 30. Knife

Figure 29. Mortar and pestle

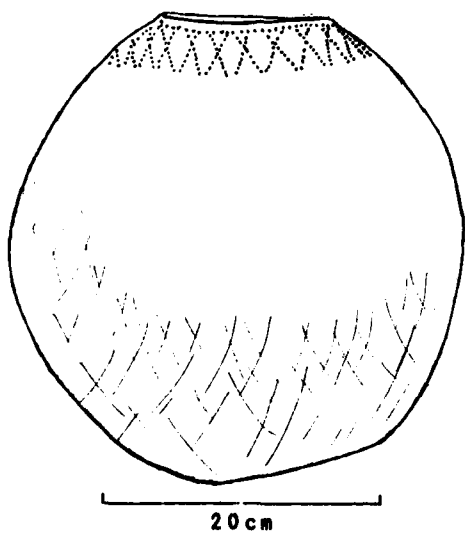
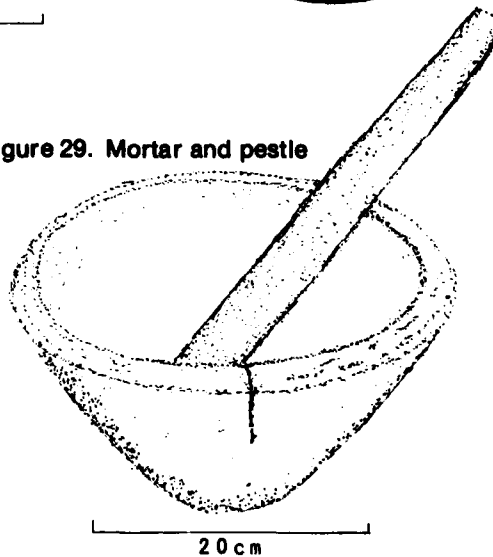


Figure 31. Olla and bowl

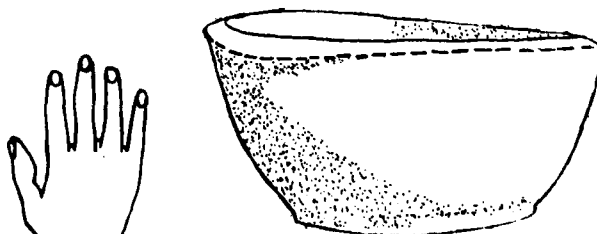


Figure 32. Soapstone carvings

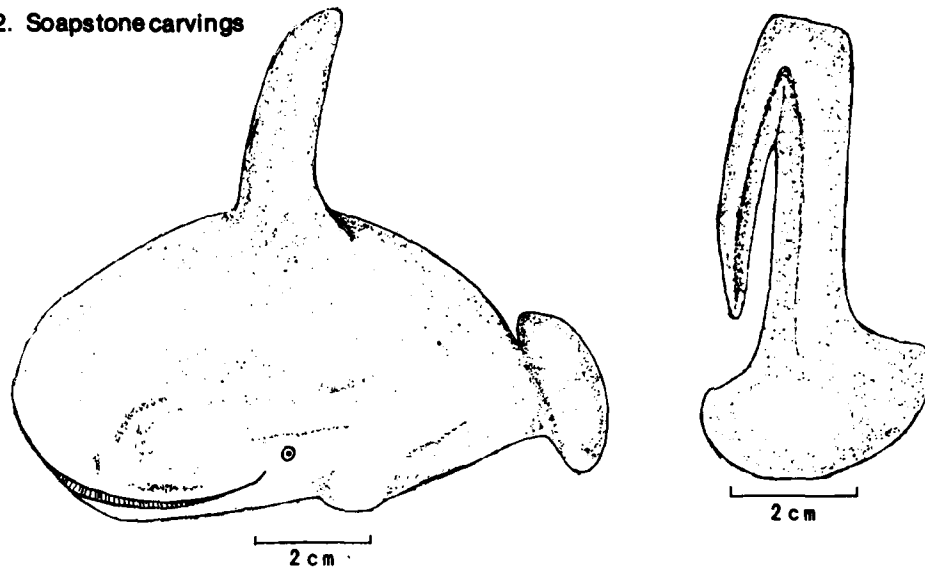


Figure 33. Dome-shaped house

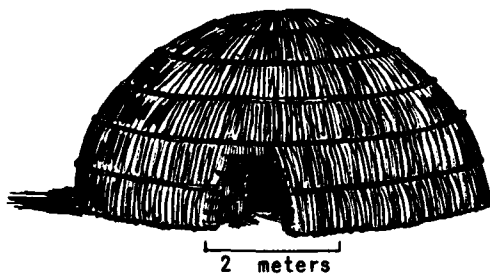


Figure 34. Carving from San Nicolas Island



Figure 35. Petroglyphs from San Nicolas Island

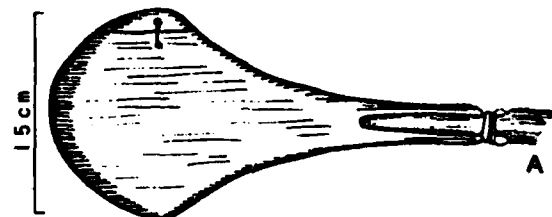
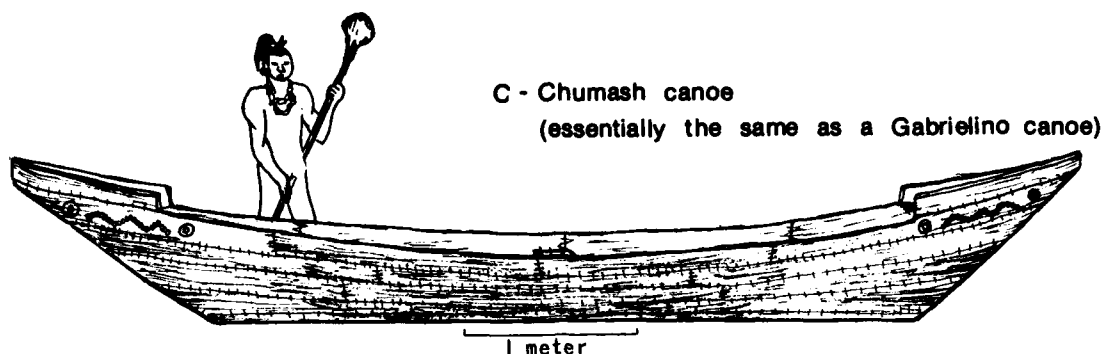


Figure 36. Canoe, paddle detail







C - Chumash canoe  
(essentially the same as a Gabrielino canoe)

### Gabrielino Subsistence and Economy

California Indians did not utilize agriculture, not because they were unaware of it but because the long, dry California summers did not permit its successful introduction. More importantly, they didn't need agriculture because their developed hunter-gatherer economy was more than sufficient to provide for their basic economic needs. Gabrielino developed their exploitation of the acorn crop by using such artifacts as the basket-hopper mortar (fig. 16). They also made extensive use of sage seeds, which are called chia. Wild fruits such as plum, blackberry, and gooseberry, and prickly pear, which had to be removed from the cactus very carefully with tongs, were prized. Almost every small and large animal was eaten or used. Large rabbit drives, the use of deadfalls, and the smoking out of rodents were all practiced. Hunters used animal head disguises and rattlesnake-venom-tipped arrows to kill deer and antelope. The Gabrielino had a remarkable list of food items ranging from the great whales to delicacies of toasted yellow jacket larva and caterpillars. The large amount of shellfish remains at their sites indicates how important these resources were to their basic subsistence. No doubt the planked canoe played an essential role in obtaining the fish and sea mammals they apparently prized so much.

### Gabrielino Society

The Gabrielino probably did not recognize a unified tribe. They generally recognized the village as the largest political unit. Within a village were two basic societal divisions that anthropologists call *moieties*. Gabrielino may have referred to them as Coyote and Wildcat.

Another social division was the clan. Individuals took their clan membership through the father's side of the family. This is referred to as a *patrilineal* clan system. It appears that the Gabrielino were also *patrilocal*, meaning that a woman would live with her husband's clan or village rather than with her own. Apparently, each village had one prominent man or chief whose successor was usually his son. These leaders had certain privileges, such as polygamy and management of resources. Their authority was normally restricted to one village; however, there is evidence that in the San Pedro area a number of populous settlements were ruled by one chief. Each village had other special-status persons, such as a religious cult chief called a *Paha*, a *Takwa* for dividing the food, and a *Shaman* who cured the sick and performed numerous ceremonies.

### Gabrielino Ideology, Psychology, and Ceremonial Life

Only very few fragments of the rich Gabrielino ideology have survived. What did survive indicates "...rather an evidence of subtle refinement of emotion, of decorative over-elaboration of some literary quality to such a degree that the ordinary rules of satisfaction and balance and moral proportion become inconsequential..." (ref. 9). The Gabrielino developed a rich mythology that was acted out in many ceremonies: birth rites, initiation rites for pubescent boys and girls, and mourning ceremonies for the dead. According to Kroeber (ref. 6) they had a "mythic-ritual-social six god pantheon". The principal god, Chungichnish, delegated powers and responsibilities such as rain



Figure 37. A Gabrielino ceremonial dance as visualized by Donna Preble in her book *Yamino-Kwiti*.

making and producing good weather to other deities and to persons. Chungichnish, according to Gabrielino religion, was born at the great village of Puvunga. It was there that he revealed himself as a lawgiver and god (Puvunga was located on the grounds of the present Rancho Los Alamitos in Long Beach) (ref. 10). Men and children, adorned with eagle and hawk feathers and with their bodies generously painted in brilliant colors, danced at numerous ceremonies celebrating this god (fig. 37). One such ceremony was a yearly bird feast in commemoration of a girl who went away into the mountains where she met Chungichnish who then transformed her into the *Panes* or *White-headed Eagle Maiden*.

Ceremonies were accompanied by songs. These expressions had "...a richness of the song-texts and the capacity for contemplation of deeply inward images" (ref. 10). Special *paviut* sticks or wands (fig. 38) of wood inlaid

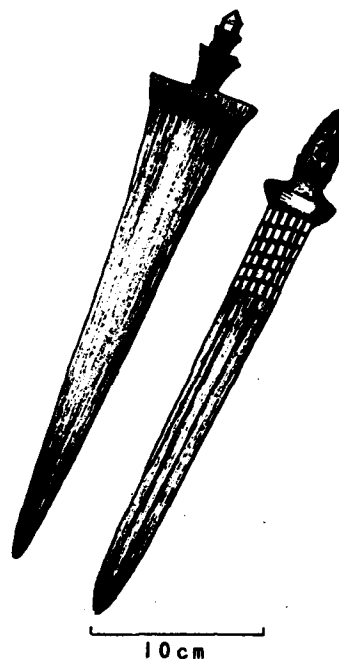


Figure 38. Ceremonial wands

with abalone shell and tipped with a stone chert knife or rock crystal were used in important ceremonies, such as the *tolache* ritual. The Spanish borrowed this term from the Aztec *tolatzin*. The ceremony was a cult of initiation for young males. Each initiate had to undergo an elaborate rite which involved taking a drink made from the deadly plant *Datura meteloides*. This drink was prepared with a sacred mortar and pestle (fig. 29). The narcotic ingredient in the plant produced severe hallucinations that must have had great psychological impact on the young boys. As if drugging wasn't enough, young men were tested by being whipped with nettles and stung by red ants while the adult hunters danced to deerbone flute music. Intriguing sand paintings were also made during these ceremonies. The Gabrielino beliefs had profound effects on other native cultures; there is evidence that the Chungichnish religion was spreading to other groups when the Spanish first arrived.

### Gabrielino Language

Although the various village populations of Gabrielino would not consider themselves all members of one tribe, the fact that they all shared that very important aspect of culture, language, helps anthropologists and archeologists define their sphere of activity. As with the other aspects of their culture, only bits of their once rich language survive. We know how they referred to their islands (Catalina, San Clemente, San Nicolas): *Wexaj momte asunga* wow, or the mountain ranges that are in the sea. But some place name translations are not exactly understood. One source stated *Topanga* meant the "whole world" (ref. 6), whereas another believed the word comes from *Topangna* which meant "place where mountains run out into the sea" (ref. 11). It is known that the "gna" endings meant "the place of", and some of these Gabrielino names are still used. Present greater Los Angeles names such as Tujunga, Cahuenga Pass, Cucamonga, Azusa (from *Auksangna*) as well as identified former sites such as Yangna (the village where the downtown Pueblo de Los Angeles now stands) and Puvunga (at Rancho Los Alamitos) indicate the Gabrielino's heritage.

These bits of language have been studied by linguistic anthropologists. Linguists tell us that the English language, along with the German, Dutch, and Swedish, is part of the Germanic family of languages, which in turn is part of the ancient Indo-European stock of languages. In a similar way, linguists classify the Gabrielino language, along with that spoken by the buffalo-hunting Comanche of the Great Plains and the peaceful Hopi pueblo farmers of the Arizona mesas, in the Shoshonean family of languages, and this family in turn is part of the greater ancient Uto-Aztecan linguistic stock. The study of such language relationships can help to shed light on how ancient America was settled.

Archeologists interested in local California prehistory are often asked about the *digger Indians*. This derogatory term, which came into use here during the early historic period, implied that the Gabrielino and other native groups were "lazy, degenerate, filthy, and loutish", and the term quickly became a

devastating stereotype. Today we can imagine that the early "rough and ready" frontier settlers who used this term with so much contempt and indifference probably conformed more to their own stereotype than the Gabrielino who among other things at least took a mandatory daily bath. Today we should all have a more realistic and respectful view of this extinct culture. Hopefully, future research will help us better understand the Gabrielino and their unique contributions.

Referenced sources for prehistory and early history section of report (full citations in bibliography):

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2. Wallace, 1955.
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5. Walker, 1951, p. 65.
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8. Harris Newmark. *Sixty Years in Southern California*. 1853-1913. Knickerbocker Press, New York. 1916.
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Illustrations in this section of the report are based on sketches and drawings from the following texts; sources are listed by figure number.

Fig. 1 Willey, G. R. An Introduction to American Archaeology, Vol. I. Prentice-Hall, 1966. (right half of diagram from Willey; left half from E. G. Stickel)

Figs. 2-7 Walker, E. P. Five Prehistoric Sites in Los Angeles County, California. Southwest Museum, Los Angeles, 1951.

Fig. 8 Leonard, N. N. Catalina Island Research. Archaeology at UCLA, Vol. I. No. 1, 1973

Fig. 9 (fig. A) King, C., T. Blackburn, and E. Chandonet. The Archaeological Investigations of Three Sites on the Century Ranch, Western Los Angeles County, California. UCLA Archaeological Survey Annual Report. Vol. 10, 1968.

(fig. B) Stickel, E. G. Status Differentiation at the Rincon Site. UCLA Archaeological Survey Annual Report, Vol. 10, 1968.

Fig. 10 King, et al, 1968.

Fig. 11 Grant, C. The Rock Paintings of the Chumash. University of California Press, 1965.

Figs. 12-13 Johnston, B. E. California's Gabrielino Indians. Southwest Museum, Los Angeles, 1962.

Fig. 14 King, et al, 1968

Figs. 15-16 Grant, 1965

Fig. 17 Walker, 1951

Fig. 18 Johnston, 1962

Fig. 19 Grant, 1965

Fig. 20 Johnston, 1962

Fig. 21 Stickel, 1968

Fig. 22 Grant, 1965

Fig. 23 Leonard, 1973

Fig. 24 Johnston, 1962

Fig. 25 Grant, 1965

Fig. 26 From a painting at San Gabriel Museum

Figs. 27-30 Johnston, 1962

Fig. 31 Leonard, 1973

Fig. 32 Johnston, 1962

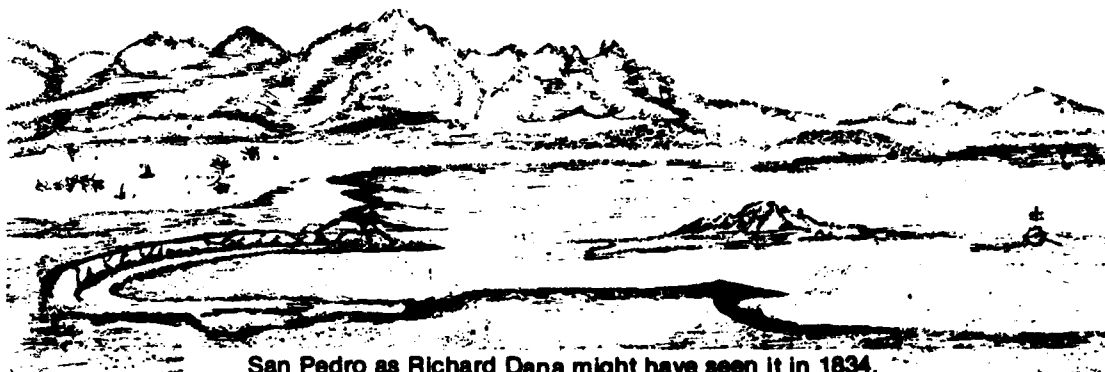
Figs. 33-35 Grant, 1965

Fig. 36 (fig. A) Grant, 1965; (fig. B) Johnston, 1962; (fig. C) Grant, 1965

Figs. 37-38 Johnston, 1962

Map 1. Heizer, R. F. (ed.) The Indians of Los Angeles County: Hugo Reid's Letters of 1852. Southwest Museum Papers, No. 21. Los Angeles, 1968.

## REGIONAL CULTURAL HISTORY



San Pedro as Richard Dana might have seen it in 1834.

### SAN PEDRO BAY

The log of Juan Rodriguez Cabrillo, October 8, 1542, provides the first recorded description of San Pedro Bay:

The Sunday following, the 8th, they came to the mainland in a large bay, which they named 'Bahia de los Fumos' on account of the many smokes they saw there. Here they engaged in intercourse with some Indians they captured in a canoe. The bay is in 35° latitude; it is an excellent harbor and the country is good with many plains and groves of trees (ref. 1).

The local inhabitants who met Cabrillo were probably the Gabriellino Indians mentioned in the section on the early history of the harbor area.

Sebastian Vizcaino sailing along the coast of Upper California sighted the large crescent in 1602 and reported on the "very good ensenada with shelter from the northwest, west and southwest winds with a small island in it" (ref. 2).

Catalina Island protects San Pedro Bay from the big swells of southwest storms, and Point Fermin and the San Pedro Hills protect the bay from southwest and northwest gales.

The small island Vizcaino sighted, later named Deadman's Island, lay about a half mile southeast of a promontory on the western San Pedro shore. To the north a convolution of sand dunes called Rattlesnake Island protected the slough or inland harbor from ocean waves. Sand spits dotted the bay; some at low tide were so visible they were later called islands, such as Mormon Island. The Los Angeles River, when discovered by the Spaniards, spread out over a large marshy area along the coast. In 1825 a flood caused the river to cut a channel, join with the San Gabriel River, and flow forcefully into the sea. Many small rivulets, deprived of a meandering water supply, dried up, and the regular forests of trees along the south coast disappeared. Ships such as Cabrillo's which sought the shelter of the San Pedro Hills would have found the channel between Deadman's Island and the shore only 3 feet deep at low tide; the same depth prevailed at the entrance to the slough or inner harbor.

### LOS ANGELES HARBOR

The history of the harbor falls into three periods: Spanish exploration and settlement through early American occupancy (1542-1850); new San Pedro at the slough to fight for a deepwater port (1851-1899); and 20th century Los Angeles Harbor. An inventory of cultural resources is included in this report. Resources are numbered according to their locations on the site map at the beginning of the resources section and are identified by name and number when referenced in this section of the report.

### **Spanish Exploration and Settlement Through Early American Occupancy**

Strict mercantilistic control guided Spanish rule in California. Spain allowed but two supply ships from San Blas a year to call at what they named the "Embarcadero San Gabriel" (ref. 3). Goods sent by Spain's House of Trade were exchanged for the hides and tallow of the inland missions: San Gabriel Archangel, founded in 1771; San Juan Capistrano, 1797; and San Fernando, 1797. Ships anchored a mile or so off shore and loaded from lighters. Captain William Shaler brought a Yankee ship into port in 1805 and observed that the Spanish officials up and down the coast were quick to confiscate cargo (ref. 4). Smugglers trading for sea otter pelts as well as cattle hides and tallow were attracted to San Pedro because it was remote from presidios and guards.

The Spanish regime granted two large rancho land grants, the Nieto and the Dominguez, that extended to the sea at San Pedro Bay. The Dominguez grant, called Rancho San Pedro, included Rattlesnake Island and the other sandspits along the water's edge (ref. 5) (map 2).

The independent Mexican Government replaced Spain in April 1822. When the liberal faction won the elections of 1824, it repealed restrictive laws against foreign trade. Although the ranchos inland from San Pedro Bay produced no other exports than hides and tallow, the hide droghers from Boston were soon fitting out ships for the California trade (ref. 6). Richard Henry Dana crewed for Bryant, Sturgis and Co.'s *Pilgrim* sailing from Boston in 1833. He wrote in the following year of hauling the company's goods up the muddy bluffs at San Pedro and rolling the hides down the steep bluffs to the small boats in which they were carried to the ships anchored a mile offshore. In describing a small adobe on the hill used as a storehouse and lodging place, he wrote:

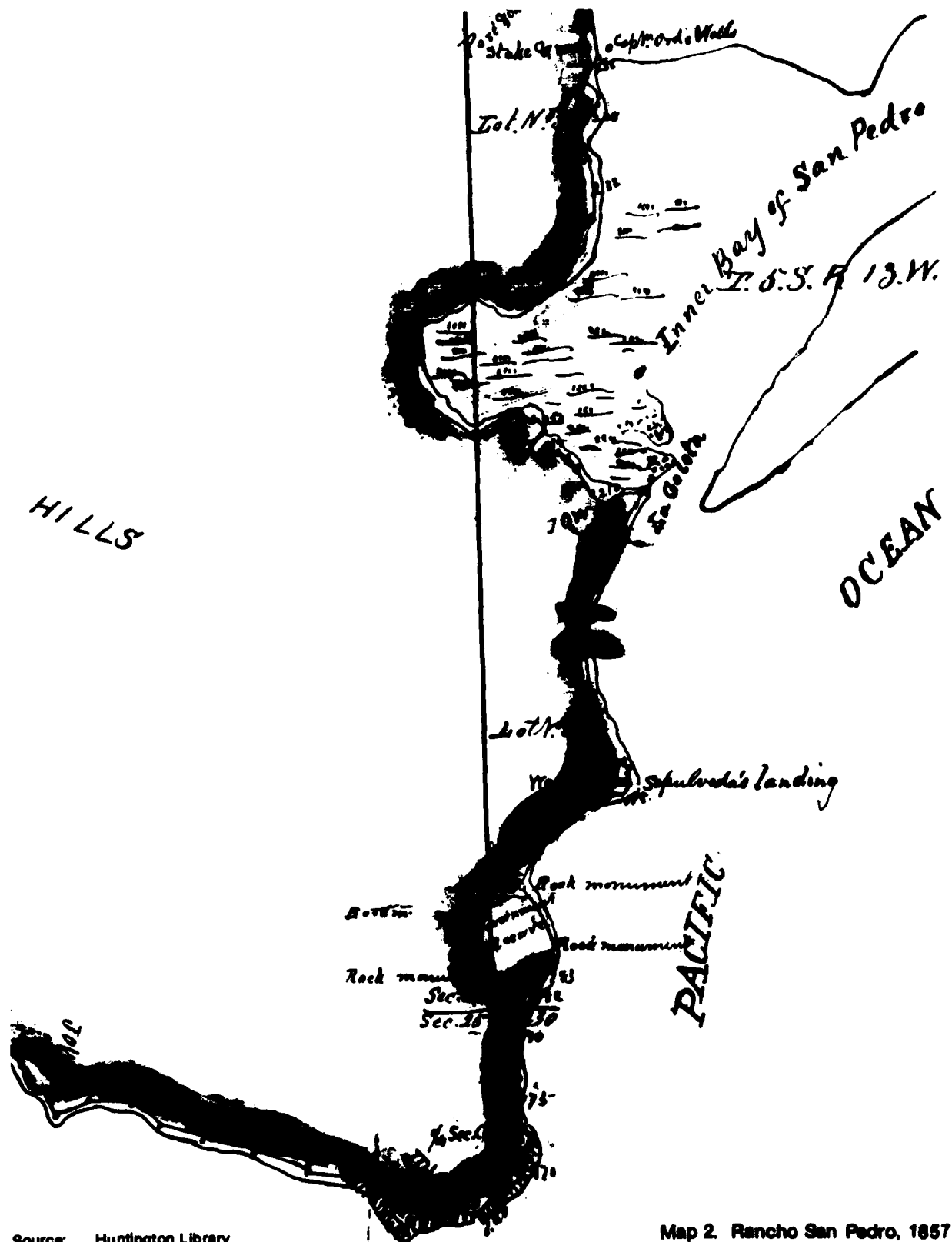
...there was no sign of a town...What brought us into such a place, we could not conceive...we lay exposed to every wind that could blow, except from the northwest...I

also learned to my surprise, that the desolate-looking place we were in was the best place on the whole coast for hides. It was the only port for a distance of eighty miles, and about thirty miles in the interior was a fine plane country, filled with herds of cattle, the center of which was the Pueblo de Los Angeles—the largest town in California—and several of the wealthiest missions: to all of which San Pedro was the seaport (ref. 7).

The hill itself was within the 40 acres of what is now called the U.S. Government's Lower Reservation at Fort MacArthur and the bluff to the sea was some 80 feet in height.

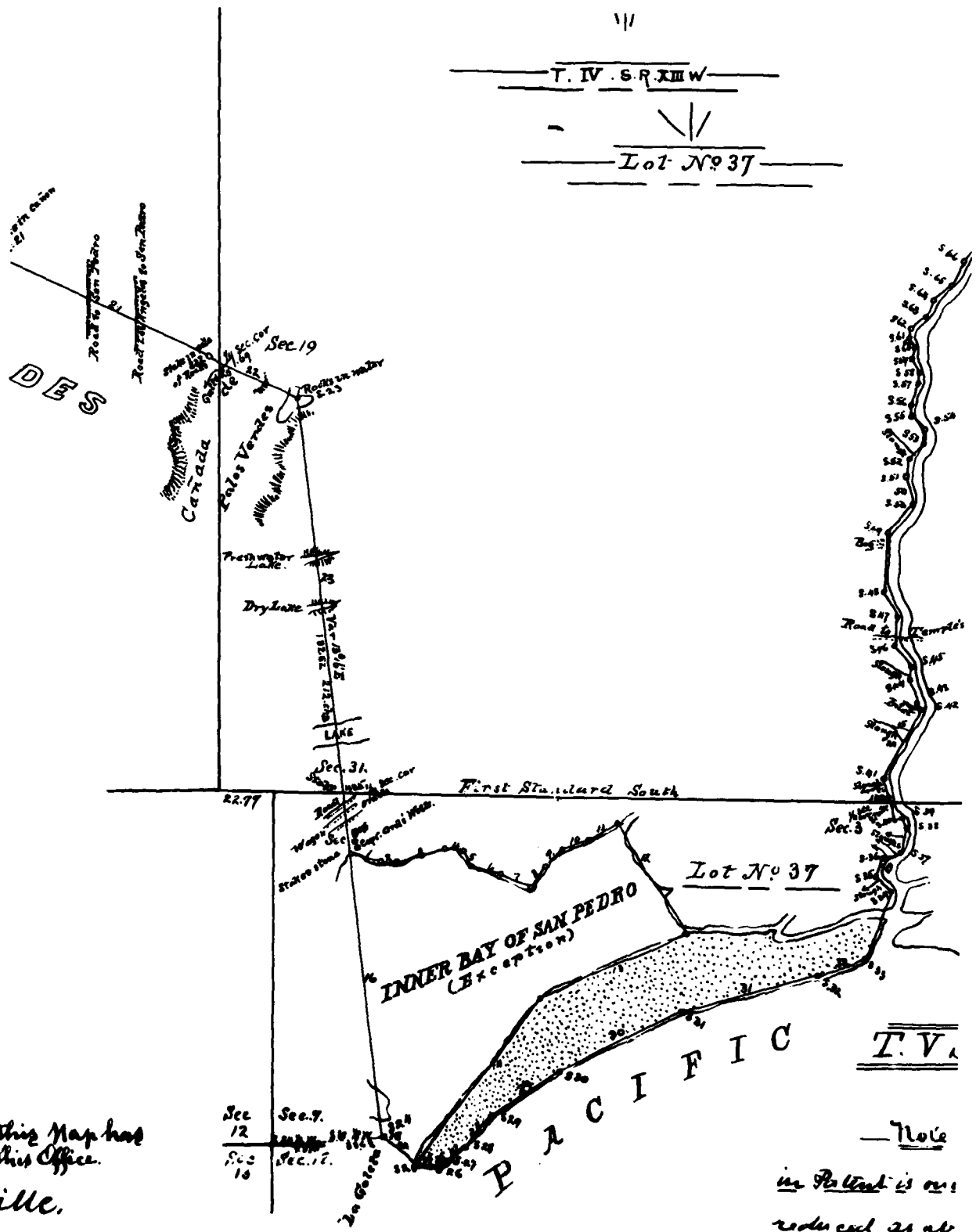
By the time of the American conquest in 1846 and as American occupation began, land ownership along the harbor had changed from the time of Spanish rule. Rancho Palos Verdes, formerly a part of the Dominguez grant but now belonging to the Sepulveda family, took in all of present-day San Pedro. (No. 19, Homesite of Diego Sepulveda.) (map 3) The boundary line between Rancho Palos Verdes and the Dominguez Rancho passed nearly north and south through the Wilmington Lagoon. The Mexican Government retained 500 varas square of the Palos Verdes Rancho on the waterfront as a public landing place or embarcadero (ref. 8). Later the United States set aside these same 42 acres, and in 1888 President Grover Cleveland designated it an unnamed military reservation. Near the southwest corner of the embarcadero, the Mexican Government designated 100 varas square for permanent houses. At the time of American occupation, Juan Alexander and John Temple acquired the square (1.77 acres) and in 1849 had the only general store and did most of the forwarding business from the port to Los Angeles by cart and oxen (ref. 9). (No. 8, One Hundred Varas Square.)

Diego Sepulveda meanwhile constructed a wharf on a point of land just below the government embarcadero and at the water's edge from which he ran stage coaches to Los Angeles. Timms Point, as the promontory was



Source: Huntington Library

Map 2. Rancho San Pedro, 1857



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Map 3. Rancho Los Palos Verdes

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Source: Huntington Library



later known, got its name from August W. Timms who had come to Los Angeles as an agent for several San Francisco firms. He towed in the hulls of two ships that had gone aground, and as they in turn attracted sand and silt, a jetty formed to give protection to his docks. (No. 13, Timms Point.) Timms Point provided docks for Los Angeles in the first years of American occupation while competing stage lines belonging to Sepulveda, J. L. Tomlinson, Timms, and the firm of Alexander & Temple carried goods and passengers back and forth between Los Angeles and San Pedro.

A young man from Delaware named Phineas Banning changed harbor history when he bought Temple's share in the Alexander & Temple partnership and began a vigorous expansion program. In 1857 he increased their rolling stock to 15 stages and 48 wagons and moved their dock business from Timms Point to a landing and new wharf almost 4 miles northeast at the head of a slough. Banning purchased 2,400 acres inland of his new dock from Manuel Dominguez, named it New San Pedro, but later had it legally registered as Wilmington. Trading vessels as before anchored in the open roadstead of San Pedro Bay, but now the lighters followed one of the shifting channels in past Deadman's Island and finally were towed over a bar at the entrance of the slough to Banning's landing. Banning & Alexander soon monopolized freighting to Los Angeles, and Banning entrepreneured the Los Angeles-San Pedro railroad in 1869. (No. 29, Phineas Banning Residence) No competing line reached the harbor till the 1890's.

Captain Amos Fries of the U.S. Army Corps of Engineers left us a clear description of the unimproved inner harbor as it was in the 1850's (map 4):

Wilmington Lagoon begins near Deadman's Island, a sand, clay and rock promontory some fifty feet high and less than two acres in extent, located about three-quarters of a mile nearly due east of the Government Reservation. The Lagoon is generally low land, overflowed at high tide, but largely mud-flats at low tide,

extending northward and eastward distances of three to four miles from Deadman's Island. In all there are some 1,360 acres in the Lagoon. About one mile north of Deadman's Island there were two or three channels leading to Wilmington having from two to six feet of water at low tide, though across the present entrance, west of the island, there were generally depths of only one to three feet (ref. 10).

#### **New San Pedro at the Slough to the Fight for a Deepwater Port**

Between the 1850's and the turn of the century San Pedro responded like a reflex community to the growing population and commerce of southern California. In Los Angeles sympathy for the Confederacy ran high during the Civil War, and although the U.S. Army had a supply warehouse in New San Pedro dating from 1858, the army spent \$1 million on a barracks in New San Pedro and stationed over 4,000 soldiers there to insure the loyalty of southern California. (No. 28, Drum Barracks.)

As Los Angeles commerce picked up in the 1850's, harbor traffic did too. A lighthouse was authorized for Point Fermin as early as 1858, but construction did not begin until 1874. (No. 1, Point Fermin Lighthouse.) By 1868 demand for lumber in the southland and a general increase in coastal trade caused Los Angeles businessmen to ask the U.S. Army Corps of Engineers to make a study of the inner harbor. The Corps did so and Congressman S. O. Houghton secured an appropriation for the recommended improvements. By 1871 work had begun on the two jetties, and in 1880 the U.S. Army Corps of Engineers was able to report on a deepened and reliable channel leading up to the Wilmington landing. According to the report:

This improvement consists in controlling the tidal currents by jetties, so as to make them excavate a channel in the sandy bed of the estuary. The original



Deadman's Island, a rocky promontory about 50 feet high and less than 2 acres in area, buttressed two jetties in 1893. Ten graves, some marked by wooden crosses, gave the island its name. The island was removed in 1929 when the main channel was widened to 1,000 feet.

depth was one foot, sometimes two feet. There is now a well-defined and well-controlled channel of a trifle less than ten feet (ref. 11).

The Corps went on to cut through the reef at the entrance to the harbor and increase the 150-foot width to 250 feet. Federal funds for harbor improvements were difficult to obtain; work continued, however, and by 1893 the east jetty extended southward from Rattlesnake Island beyond Deadman's Island to the 3-fathom curve. A west jetty went out from Timms Point towards Deadman's Island. By this date Government allocations for improvement of San Pedro Bay had run out, and although port facilities were now adequate for coastal shallow-draft vessels, dreams of a deepwater harbor for oceangoing ships were as yet unfulfilled. At this stage the "empire builders" assumed major roles in formulating plans for a deepwater port for southern California (maps 5 through 7).

Railroads were a primary instrument of business consolidation in the late 19th century. By the 1890's San Pedro was already feeling the excitement of railroad competition for exclusive access (i.e., control of) a deepwater port facility. As an inducement to the Southern Pacific to put Los Angeles on its main line, Los Angeles turned over the Los Angeles-San Pedro Railroad to the "Big Four" (Collis Huntington, Leland Stanford, Mark Hopkins, and Charles Crocker) in 1870. Southern California grew as a result, but meanwhile transport at San Pedro fell to and was monopolized by the Southern Pacific and by General Banning's lighterage business. In 1885 the Santa Fe Railroad built west and into Los Angeles, which soon contributed to the influx of population known as the "Boom of the Eighties". In 1891 the Los Angeles Terminal Railway purchased Rattlesnake Island from the

Dominguez heirs for \$250,000 (ref. 12). A line was constructed down the east side of the Los Angeles River and across to Rattlesnake Island; the name of the island was changed to Terminal Island (the "end of the line"). The Terminal Railway threw up a wharf on the west end, calling it East San Pedro. The new line, within waving distance of the Southern Pacific yards, thus controlled all cargo on the east side of the steadily improving main channel.

Meanwhile, the Southern Pacific had acquired a right-of-way and a terminal permit to extend its Los Angeles-San Pedro Railroad on pilings across the Wilmington Lagoon and over the shallow water on the west side of the main channel to the area around old Timms Point. In the 1880's, tracks and wharves covered the tidelands up to about present-day First Street (ref. 19). As in the 1850's, all the shipping was back in the outer harbor and the Wilmington docks went out of business. Concurrently, competition between the transcontinental lines from the East to Los Angeles precipitated a rate war, which in turn brought about an unprecedented inflow of people who stayed and bought real estate. The inglorious collapse following this short-lived commercial boom prompted Los Angeles civic leaders to form a new Chamber of Commerce in 1888.



In 1881, Southern Pacific extended its Los Angeles-San Pedro Railroad on pilings across the Wilmington Lagoon, over shallow water, to a new terminal near the old Timms Landing.

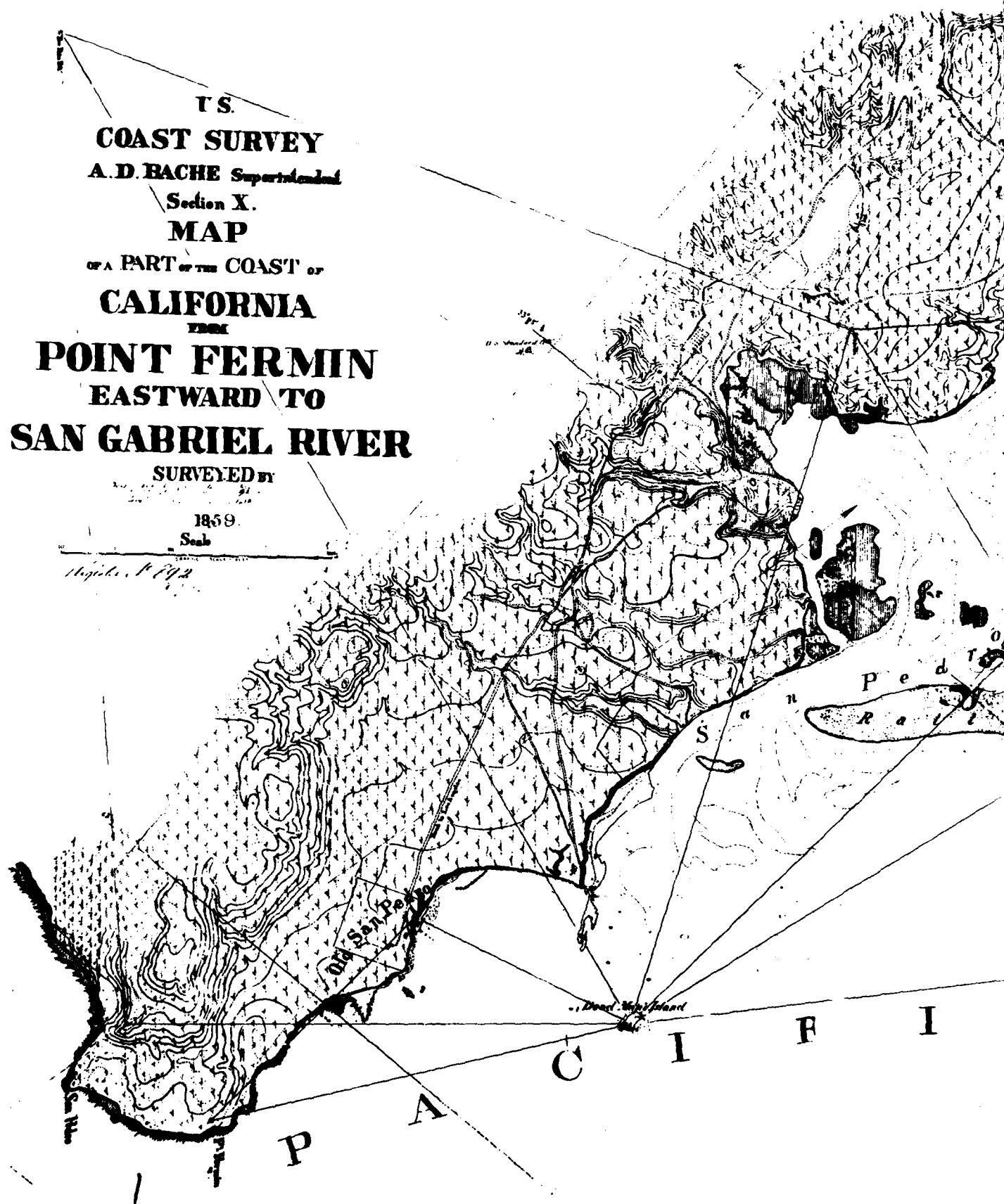
U.S. Army Corps of Engineers, Los Angeles District

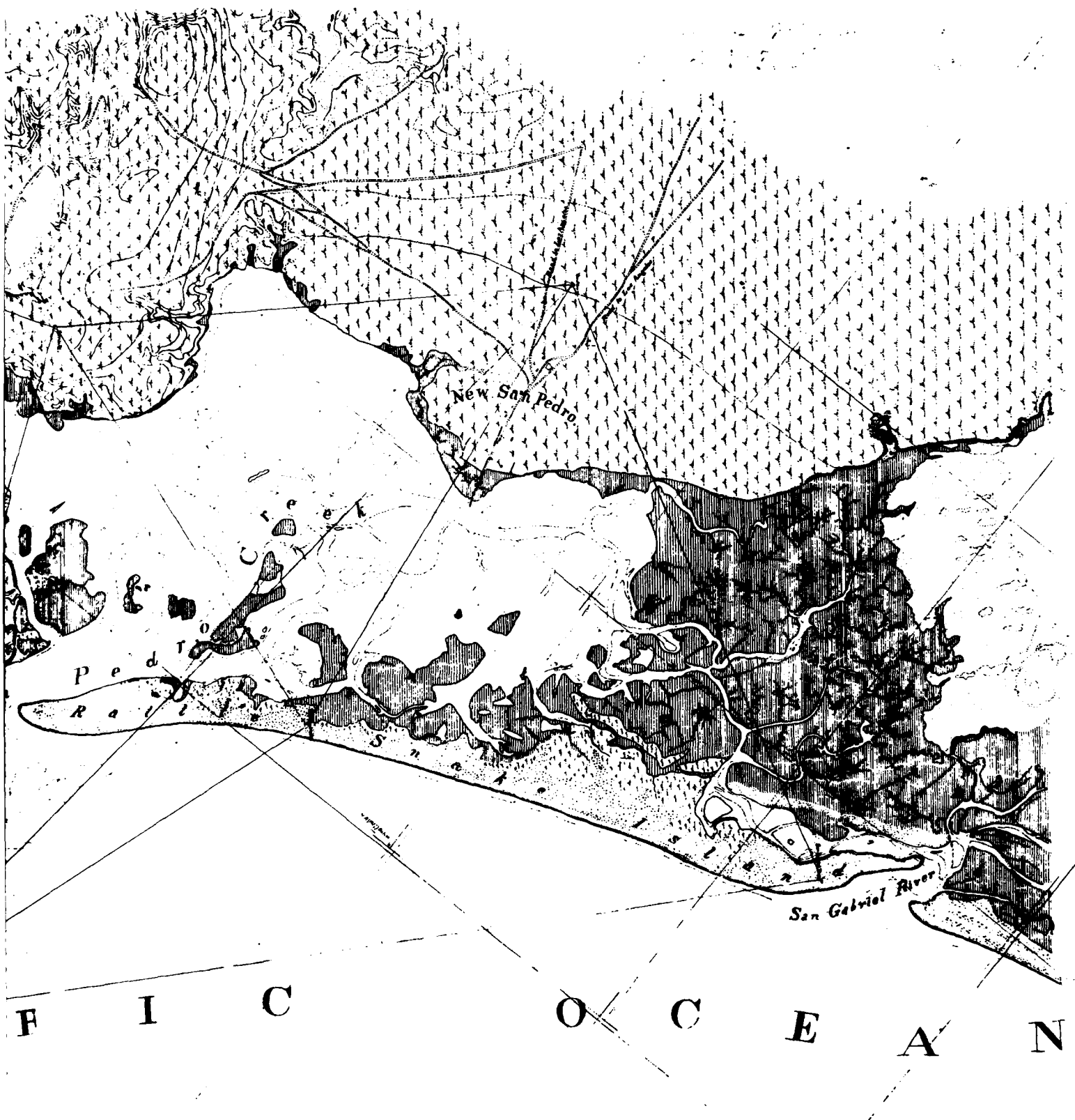




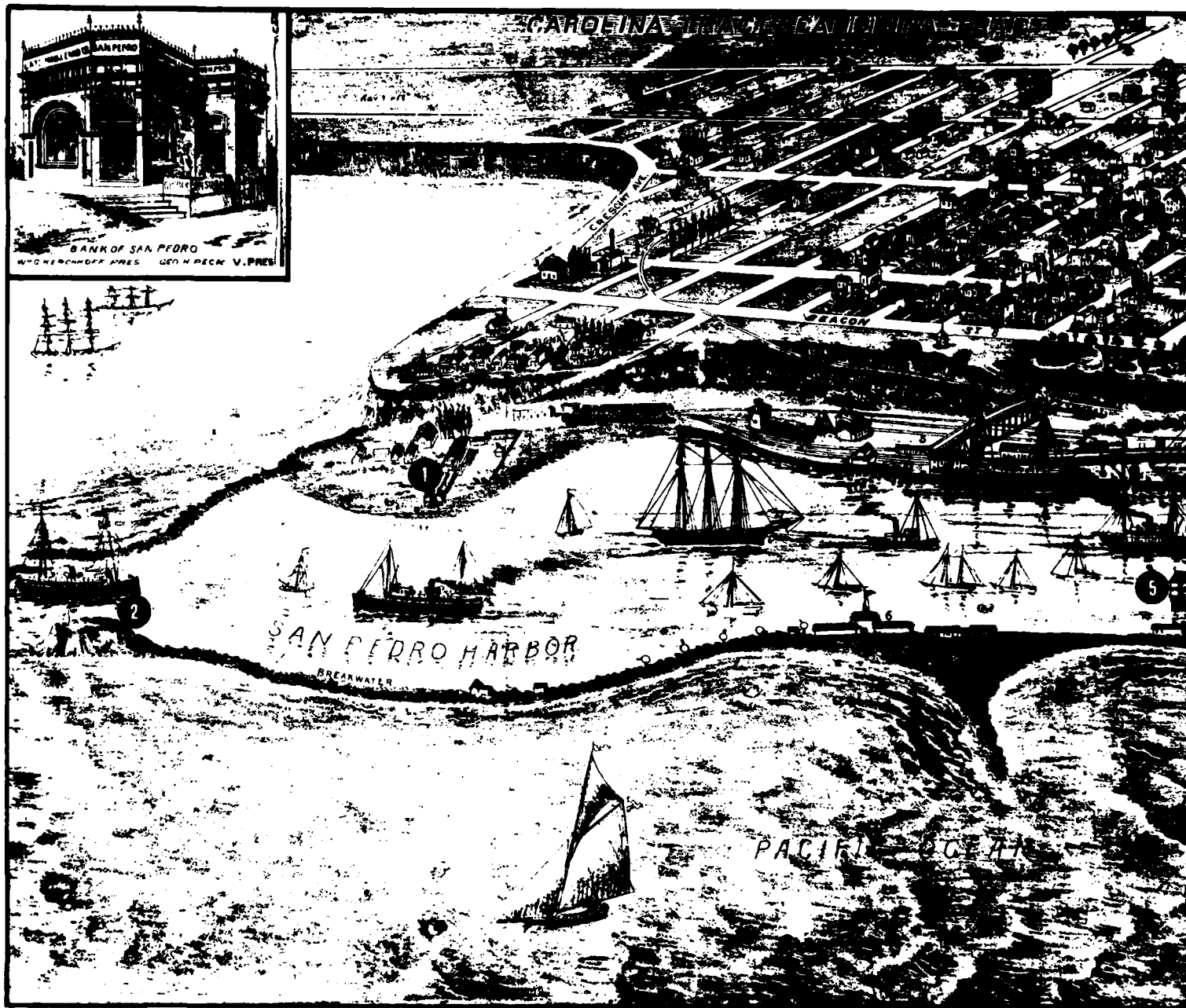
In 1857 Phineas Banning attracted most of the dock business to his new landing at Wilmington on the slough. Early view of Wilmington Harbor.

Edward Houck Collection

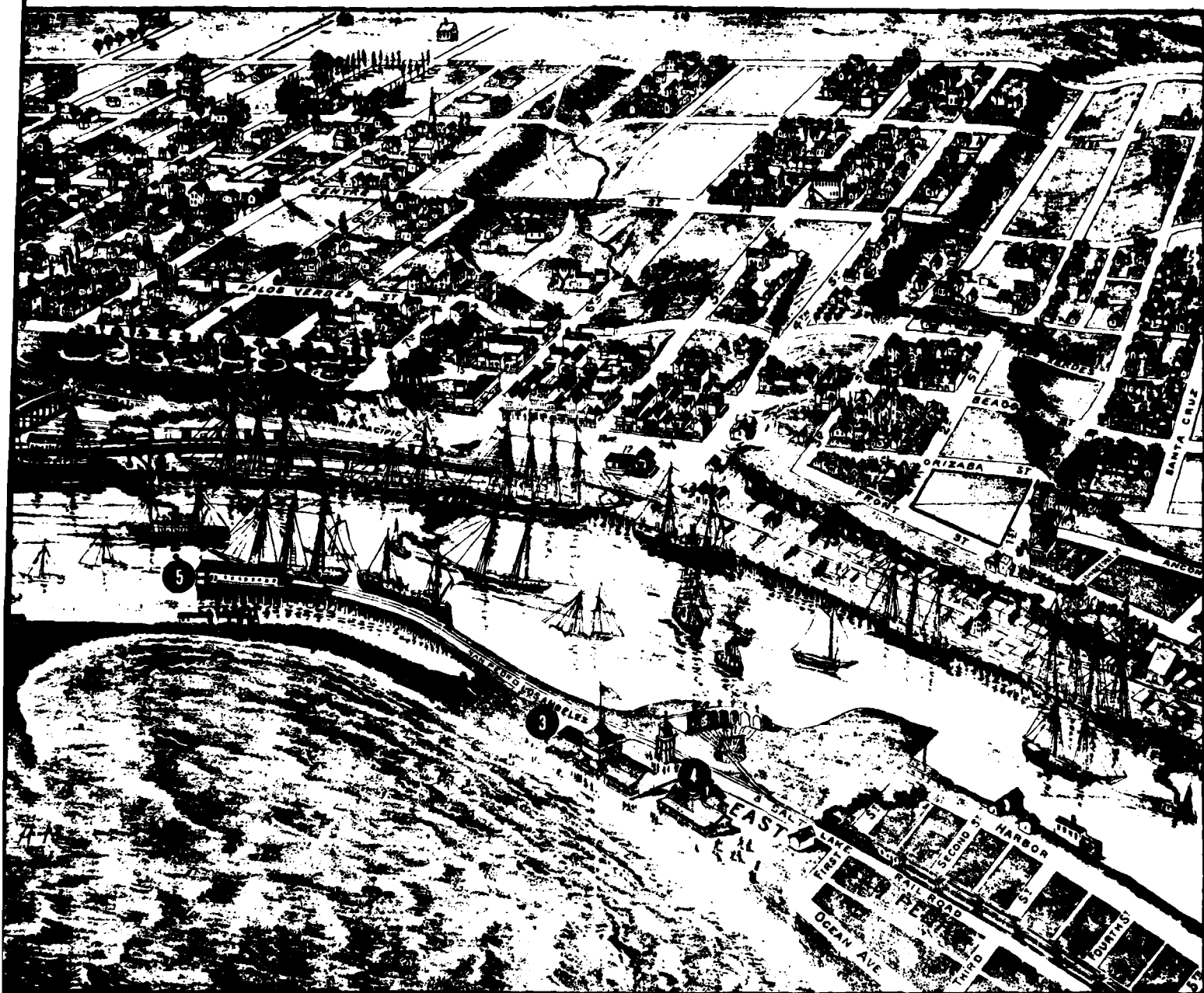




2 Map 4. California from Point Fermin eastward to San Gabriel River, 1859



Source: Bancroft Library



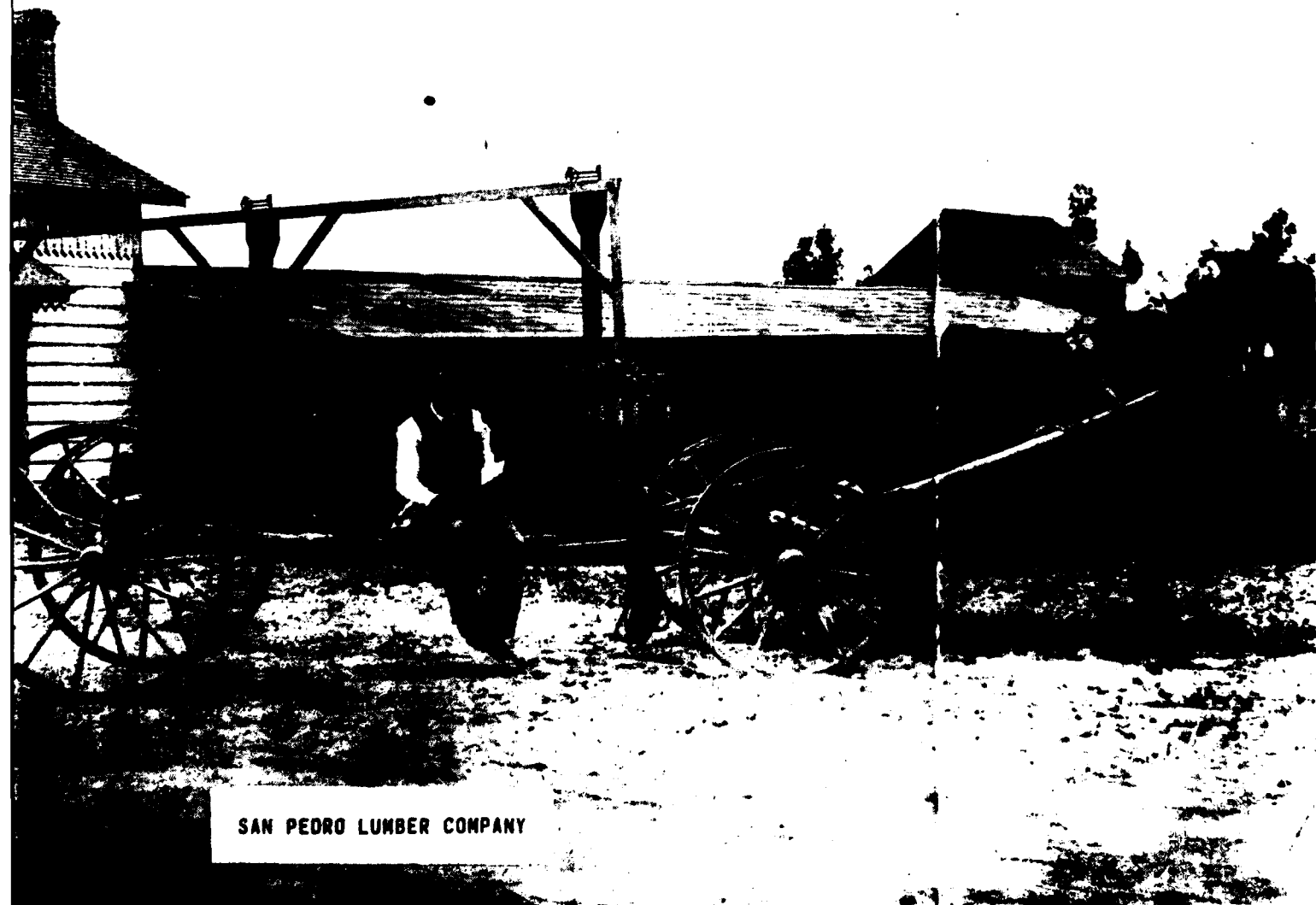
Map 8.

Artist's rendering of Terminal Island and San Pedro in 1898. The Government Reservation lies above the cliffs at the end of Crescent Avenue, a jetty from Timms Point (1) ends across from Deadman's Island (2), and resort hotels and bathhouse (3 and 4) front Brighton Beach while the Salt Lake Railroad runs behind them to its terminal (5) on the east bank of the main channel. This competition prompted Collis Huntington, President of Southern Pacific Railroad, to build a mile-long wharf at Santa Monica Bay and lobby for a federally funded breakwater there instead of at San Pedro.





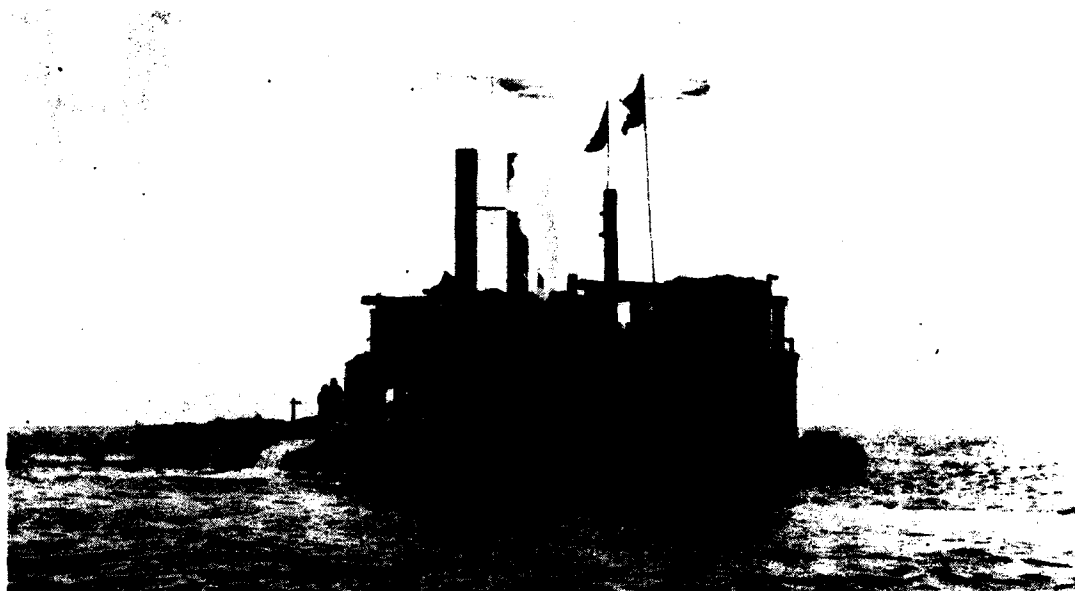
SAN PEDRO LUMBER COMPANY



SAN PEDRO LUMBER COMPANY

*Edward Houck Collection*

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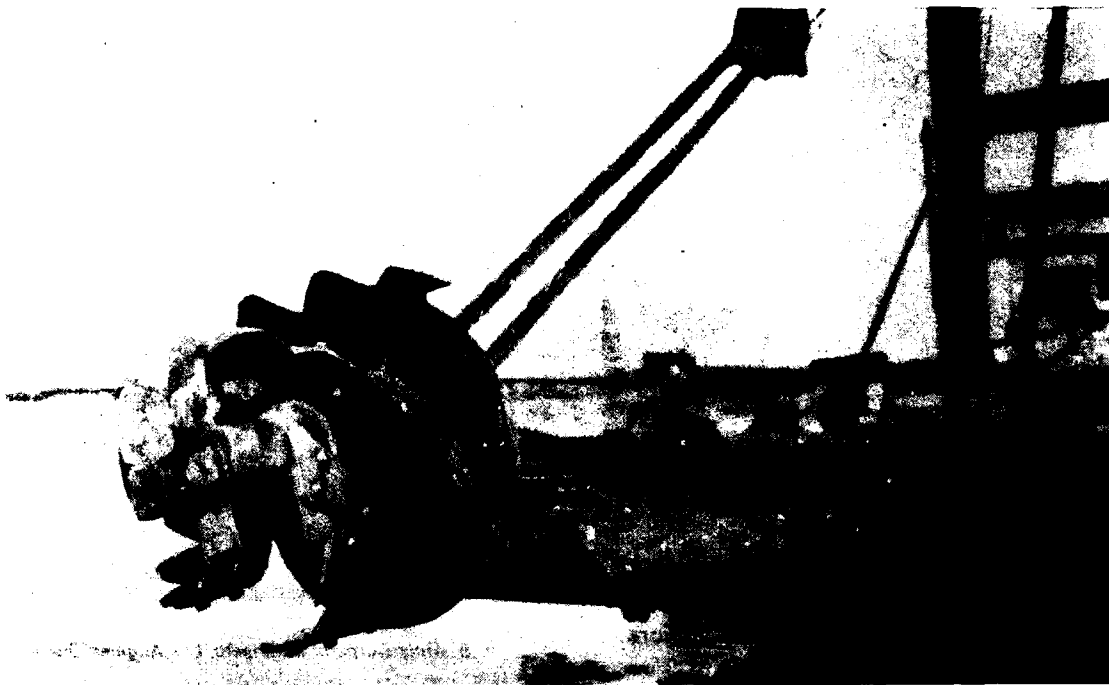
Ocean bar dredge Salt Lake City at work.

*U.S. Army Corps of Engineers, Los Angeles District*



Filling in behind Southern Pacific's bulkhead off Timms Point, 1903.

*U.S. Army Corps of Engineers, Los Angeles District*



**Hughes cutter on the dredge *San Pedro*.**

*U.S. Army Corps of Engineers, Los Angeles District*



**The dredge *San Pedro* forced a large number of cobblestones through the pipe along with the silt and water to create land.**

*U.S. Army Corps of Engineers, Los Angeles District*



Panorama from Deadman's Island showing dipper dredge at work in channel about 250 feet northward from island in November 1903.

*U.S. Army Corps of Engineers, Los Angeles District*



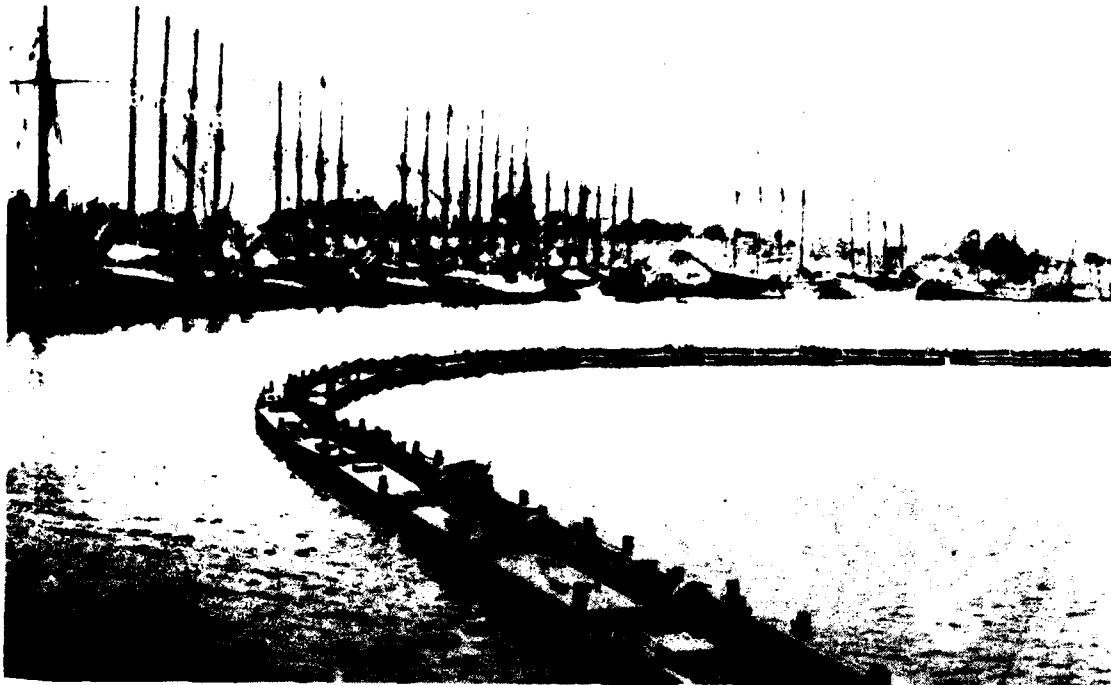
Detail of bulkhead built in the West Basin to impound the material later brought in by a suction dredge.

*U.S. Army Corps of Engineers, Los Angeles District*



The U.S. dredge *San Pedro* at work in Los Angeles Harbor.

*U.S. Army Corps of Engineers, Los Angeles District*



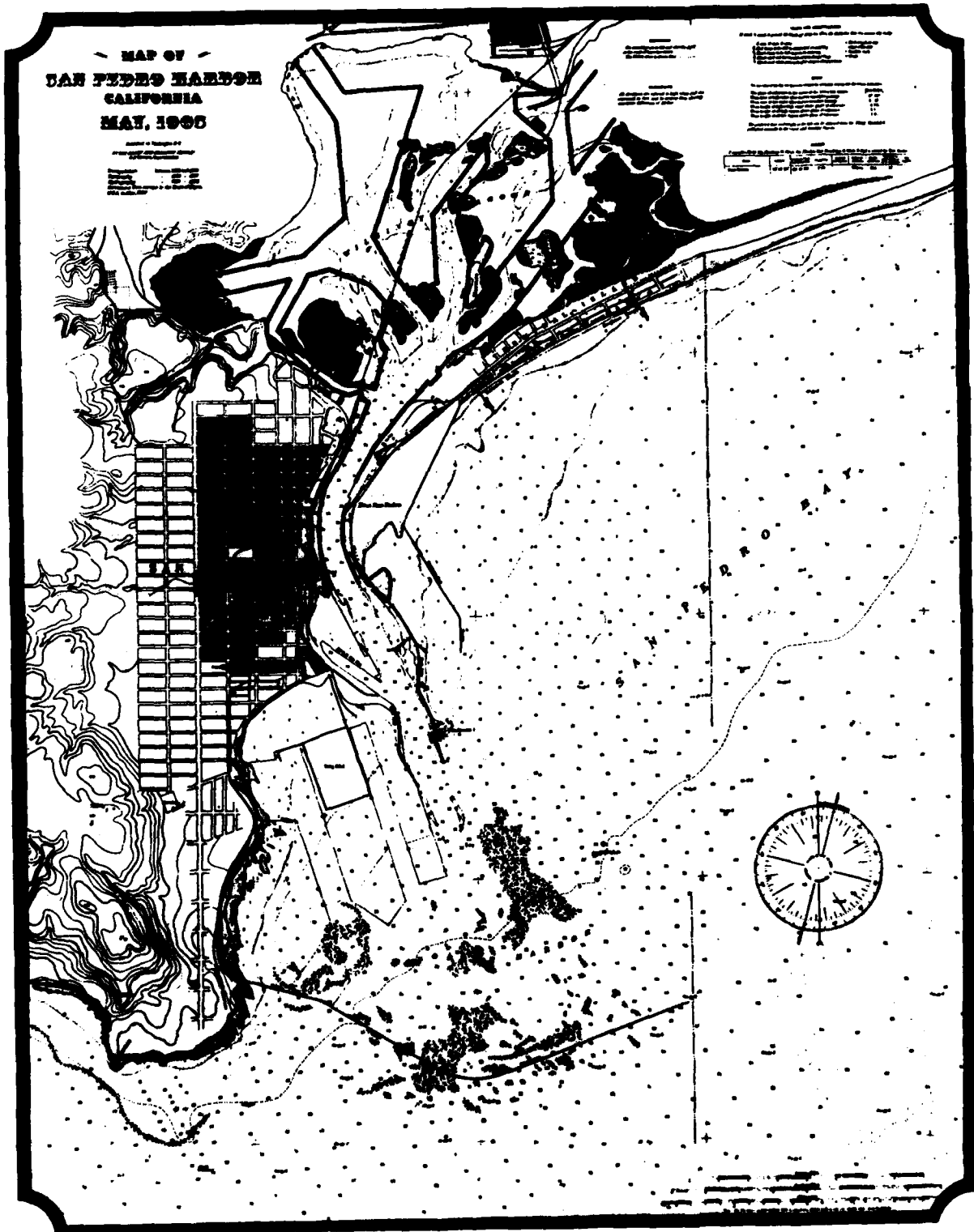
Suction dredge at work in the Inner Harbor, San Pedro, 1902.

*U.S. Army Corps of Engineers, Los Angeles District*



The steamer *R. C. Rickmers*, largest auxiliary ship afloat, docked at the Southern Pacific wharf in 1907.

*U.S. Army Corps of Engineers, Los Angeles District*



Source: Los Angeles Harbor Department

Map 9. San Pedro Harbor, California



**Southern Pacific's newly dredged slip off Timms Point in May 1909.**

*U.S. Army Corps of Engineers, Los Angeles District*



**Fish Harbor on Terminal Island was built during World War I to give a boost to the fishing industry when nationwide demand ran high. Dredge material compacted behind a seawall filled in 30 acres of the sea to provide land for the wharves and canneries seen here in 1919.**

*U.S. Army Corps of Engineers, Los Angeles District*







Avalon Boulevard, Wilmington, in the early 1930's.

Edward Houck Collection

2





Bathhouse on ocean side, boathouse on Cabrillo Beach at  
San Pedro Breakwater in the 1930's.

*U.S. Army Corps of Engineers, Los Angeles District*

2

World War I and the closure of the new Panama Canal by slides slowed harbor growth temporarily. Only a part of the new municipal harbor facilities were used commercially; the rest were turned over to the U.S. Navy for wartime use as a training facility, for a submarine camp, and for marine repair. Yet in some areas development continued. In 1912 only two fish canneries operated in East San Pedro (No. 17, Terminal Island): the White Star and the Southern California Fish Company. Van Camp and six other firms located around Fish Harbor beginning in 1914 as demand for processed fish grew. Petroleum facilities and the first "tank farms" appeared, as the Harbor Board approved an application from Standard of California for tanks on Smith Island west of the Turning Basin. Union Oil built a large refinery on a site north and west of the West Basin.

During the war, stockpiles accumulated at ports all over the world; this accumulation of goods and the resurgence of business and building after the war brought prosperity and huge lumber imports into the harbor. But lumber schooners accounted for only a fraction of the tonnage by 1923. The 2 million tons of total cargo in 1913 had grown to 2,825,000 tons of lumber and 21,544,000 tons of petroleum in 1923. That year, to everyone's surprise, Los Angeles Harbor surpassed San Francisco and became the principal terminus for trade using the Panama Canal. The newly formed Greater Harbor Committee of 200 concerned citizens planned a new breakwater and a new bascule bridge to span the Cerritos Channel that connects the Long Beach and Los

Angeles Harbors. (No. 22, Badger Avenue Bascule Bridge.) Before the end of the decade a Harbor Belt Line Railway consolidated all the railroad facilities at the harbor into a single terminus.

In 1908 the main channel was only 500 feet wide and the entrance facing Deadman's Island was only 400 feet wide. Ships lying at wharves on either side of the channel created a bottleneck. During the war, the Harbor Board planned to widen the channel to a minimum of 1,200 feet. Not until 1927, however, was the removal of Deadman's Island undertaken. For 2 years boring rigs blasted holes to disintegrate the obstructing island and the debris was removed with a suction dredge. The silt and rock were deposited on the northeast side of Terminal Island, adding 62 acres at what is now called Reservation Point.

The growth of the Los Angeles Harbor has historically been guided by the constantly changing demands of world commerce and trade. The 20th century brought container terminals, bulkloaders, dredging for super tankers, and plans for liquefied natural gas. In 1963 the last ferry crossed over from Terminal Island to San Pedro as the Vincent Thomas suspension bridge opened its toll plaza. (No. 16, Vincent Thomas Bridge.) Perhaps the biggest change is one of image. Sixty years ago San Pedro was the port and Los Angeles still an inland city on the California plain, somewhat as Richard Henry Dana described it in 1835. Now, however, Los Angeles, along with Long Beach, has forged an image worldwide as the largest seaport on the western coasts of either North or South America.



Standard Oil loading wharf in 1919, Pacific Electric in foreground.

*U.S. Army Corps of Engineers, Los Angeles District*



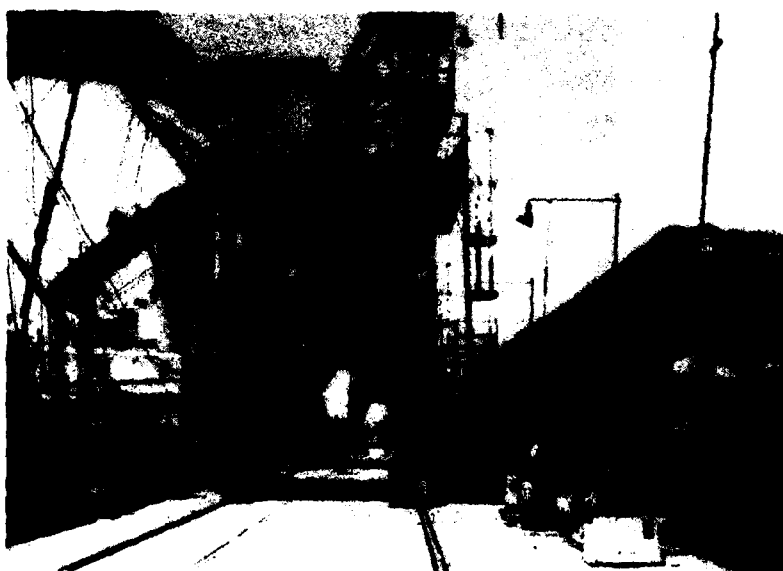
Fulton Boat Yards, Berth 161, in March 1917.

*City of Los Angeles Harbor Department*



Commerce in the 1940's: Lumber, cotton, oil, and bananas.

*City of Los Angeles Harbor Department*





**Los Angeles Harbor pleasure boat facilities at the East Basin and along the Cerritos Channel to Badger Avenue Bascule Bridge in the 1950's.**

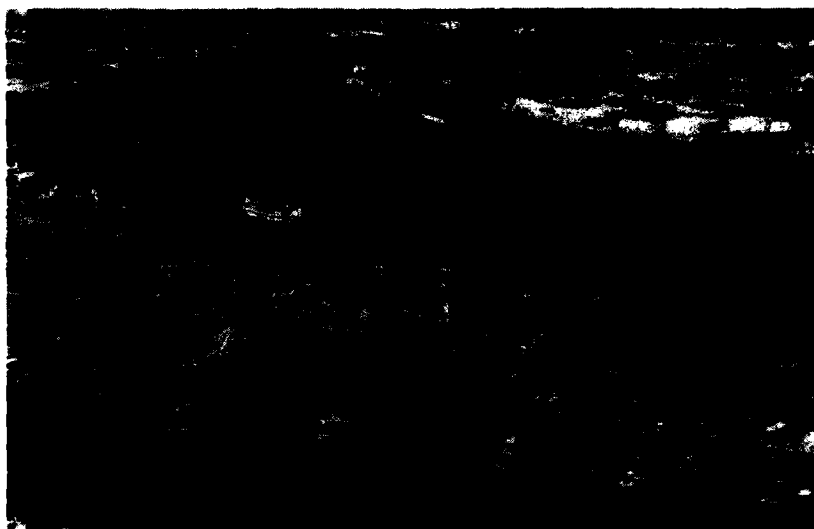
*U.S. Army Corps of Engineers, Los Angeles District*



**Cars leaving the Terminal Island Toll Plaza of the Vincent Thomas Bridge. The bridge was opened in 1963 to replace a wholly inadequate ferryboat run across the Main Channel.**

*City of Los Angeles Harbor Department*





**Main Channel in the late 1960's; the Ports O'Call Restaurant and shopping complex, which opened in 1981, is on the west bank.**

*City of Los Angeles Harbor Department*



**Supertanker terminal at Los Angeles Harbor handles ships carrying 500,000 to 1 million barrels of oil. Pushbutton operated, the facility will unload a ship in a day and a half. The *Sansinena*, which blew up in the Los Angeles Harbor in December 1976, is shown in this photo at dockside in 1971.**

*U.S. Army Corps of Engineers, Los Angeles District*



The East-West Container Terminal at the Los Angeles Harbor is headquarters in southern California for the containerized cargo operations of four of Japan's largest steamship companies. The 35-acre complex features a 40-ton crane capable of handling two 20-foot unattached containers simultaneously, which it can load on and off a ship every 3 minutes or at a rate of 80 per hour.

*U.S. Army Corps of Engineers, Los Angeles District*

### **LONG BEACH HARBOR**

In 1783, Pedro Fages, Governor of California, issued the first grants of land to private individuals. Manuel Nieto, a former soldier who had requested land upon which to graze cattle, received a grant that was bounded by the ocean on the south, El Camino Real "highway" on the north, the Santa Ana River on the east, and the San Gabriel River on the west. Because, at that time, the San Gabriel River flowed into San Pedro Bay, this grant included all of the land upon which Long Beach currently stands.

In 1833, 29 years after Nieto's death, his lands were divided among his heirs. In this way, the Ranchos Santa Gertrudis, Los Bolsas, Los Cerritos, Los Alamitos, and Los Coyotes were created. Most of modern Long Beach stands on land that was included in the Los Alamitos and Los Cerritos Ranchos. Alamitos Avenue in downtown Long Beach follows the old boundary line between the two estates.

The Rancho Los Alamitos was acquired in 1842 by Abel Stearns, a New Englander who had migrated to California in 1829 and who had subsequently been successful in the hide and tallow trade. The purchase price of the Rancho was \$5,954. In 1843, another transplanted New Englander named John Temple acquired the neighboring Rancho Los Cerritos. Both men became Mexican citizens as a condition of their land title, and for the following two decades their hide and tallow businesses flourished. The early 1860's, however, were characterized by a succession of floods and periods of drought that eventually ruined the ranchos. Stearns mortgaged his Rancho to San Francisco businessman Michael Reese in 1864, and when he defaulted on his payments, the property passed to Reese. The Rancho Los Cerritos was likewise sold in 1866 by Temple to Flint, Bixby and Company, also of San Francisco.

The management of the Rancho Los Cerritos was turned over by Flint, Bixby and Company to Jotham Bixby who formed a subsidiary named J. Bixby & Co. for that purpose. The primary activity of J. Bixby & Co. in the Long Beach area was the raising of sheep.

Meanwhile, Reese and his estate retained possession of the old Rancho Los Alamitos until 1881 when it was sold for \$125,000 to a group of investors consisting of John Bixby (Jotham's cousin), J. Bixby & Co., and a Los Angeles banker named I. W. Hellman. John Bixby managed this parcel of land in much the same way that his cousin Jotham managed the neighboring Los Cerritos ranch.

In 1880 the first plan for the establishment of a community in the Long Beach area was announced. It called for the subdivision of 10,000 acres of land on the Cerritos Ranch to form an "American Colony Tract". In 1882 the California Immigrant Union (CIU), which had been the main financial backer of the American Colony, backed out and the program was reorganized under the leadership of William Willmore, a former employee of the CIU. During the next 2 years, land was surveyed and a map of Willmore City was prepared. The modest success the city enjoyed in attracting residents during its first year was ruined by torrential rains in the fall and winter of 1883. Consequently, Willmore was unable to make payment to J. Bixby & Co. from whom he had arranged to buy the property and the colony failed.

Shortly thereafter, however, land values began to rise, and the rights to the town were purchased by a new syndicate called the Long Beach Land and Water Company. In 1884 the name of the town was changed from Willmore City to Long Beach. In 1887 the town was sold to a San Francisco syndicate, the Long Beach Development Company, that was closely associated with the Southern Pacific Railroad. An important condition of the sale was that the company buy 800 acres of marshland west of town. This land subsequently became the Long Beach Inner Harbor area.

Urban development during these years was not confined solely to the Cerritos Ranch area. As Long Beach was beginning to develop,

John Bixby in 1886 laid plans for another community that he called Alamitos Beach. This new town adjoined Long Beach at its east boundary, Alamitos Avenue. The two towns coexisted until, by a series of annexations beginning in 1905, Long Beach absorbed Alamitos Beach.

In 1890 Long Beach had a population of 564; by 1907 that number exceeded 20,000. Much of this growth has been attributed to the city's reputation as a year-round pleasure resort and to the absence of saloons. However, all of southern California's population grew rapidly in those years, and railroad transportation played the vital role in bringing people west. In 1887, when the Long Beach Development Company bought the town, the company laid out plans to bring people to Long Beach and to make the area an important resort community. A large pier was constructed at Magnolia Street in 1888, the Pine Avenue Municipal Pier was constructed in 1893, and the Pacific Electric Railroad came to Long Beach in 1902. The heyday of the Long Beach era followed. The pike, the beach, and the pleasure piers were crowded on Sundays. (No. 26, Looft Carousel.) R. L. Bisby, Secretary of the Chamber of Commerce, managed to have articles about the vacation mecca published all over the country. People came to bathe in the surf, rent a cottage, or stay in the elegant Virginia Hotel. The climate was invigorating, and many visitors stayed permanently, adding to the city's commerce and to the logic of harbor expansion.

The 800 acres of "mudflats" destined to become the Long Beach Inner Harbor were purchased by the Los Angeles Dock and Terminal Company in 1905. About a year after this purchase, the Dock and Terminal Company awarded a contract for the dredging of the San Gabriel River, and dredging began in December 1906. Plans at the time called for the creation of a 1,400-foot turning basin and the creation of three channels. During the following year, the Craig Shipbuilding Company was established on Channel Three. Four years later in 1911, construction of a 500-foot-long municipal wharf was completed on the same channel. (No. 25, Craig Shipbuilding and No. 23, Edison Power Plant.)

Further development of the Los Angeles and Long Beach Harbors depended upon the successful completion of the dredging of a channel north of Rattlesnake (Terminal) Island through the Cerritos Slough area to connect the twin inner harbors of San Pedro and Long Beach and the diversion of the Los Angeles River to the east of Long Beach Harbor. The latter task was necessary because severe silting of the harbor occurred when the river flooded periodically.

The constant dredging of the harbor necessitated by the silting proved too great a burden for the Dock and Terminal Company. After the floods in 1914 and 1916, the company declared bankruptcy and the City of Long Beach acquired control of its harbor. In early 1917, the newly created Los Angeles County Flood Control District proposed that a diversion channel be built through Long Beach to the ocean. The proposal was approved in a bond issue election and the Los Angeles River was diverted to its present course. With the completion of the flood control channel in 1923, the problem of extensive silting was permanently controlled.

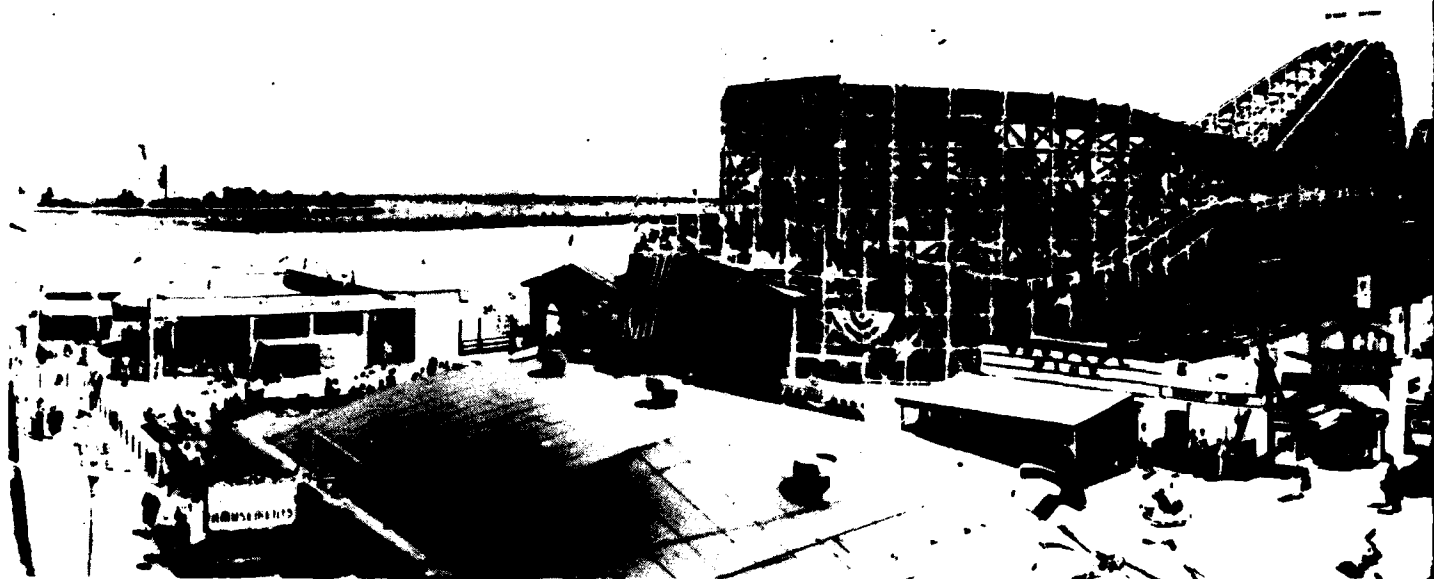
During 1918, the City of Long Beach and the Army Corps of Engineers combined their efforts to dredge a 200-foot-wide channel connecting the twin inner harbors of Los Angeles and Long Beach. Thus Cerritos Slough was transformed into Cerritos Channel, and regular navigation between the two harbors became possible. The channel was subsequently widened to 300 feet.

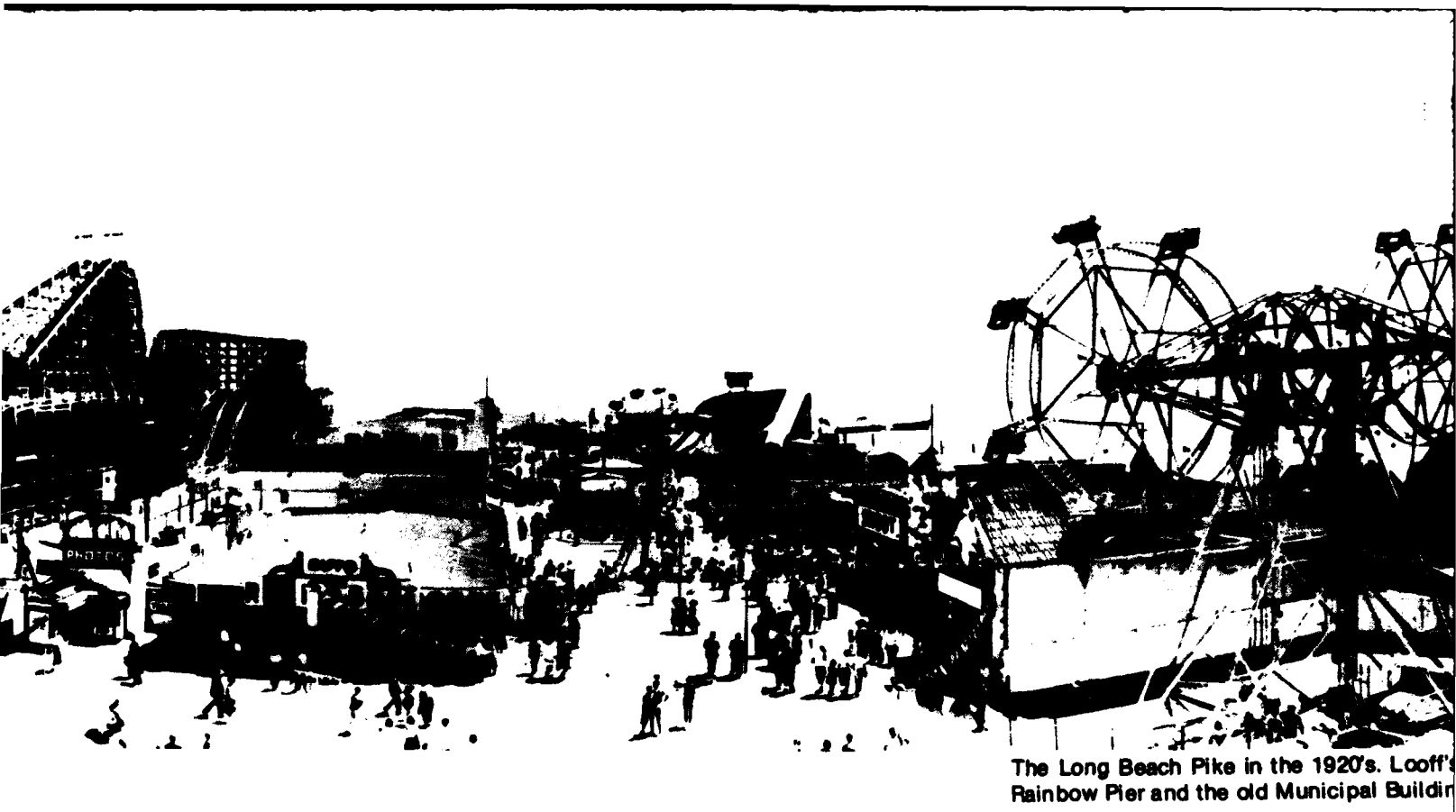
In 1924 Long Beach began to develop the outer harbor. Financed by a bond issue passed in that year, a 7,100-foot-long breakwater and two moles, one extending to the east and another extending to the west, were completed by 1926 (map 10). Further improvements financed by a 1928 bond issue included the construction of a new municipal wharf in the inner harbor and continued work on the outer harbor. Leigh Landing was completed in 1932. By 1939 revenues had financed continued development of the outer harbor facilities, including the filling in of the beginnings of what are now Piers A and B. Piers C, D, and E were built in the years immediately after World War II. It is on Pier E that Howard Hughes' "Spruce Goose" is located. Oil removal from the subsoil, however, caused Long Beach Harbor land to sink. By the early 1950's, subsidence in some areas was as great as 33 feet. Water pumped into the earth to replace the oil solved the problem. (No. 24, Hughes Flying Boat and Drydock Hangar.)

During the early 1950's, Pier A was extended to the configuration shown on map 10. This pier was subsequently expanded with the construction of Piers F and G. Most of this construction was completed by the mid-1960's. The harbor facilities were again expanded, to their present size, later in the decade.

Meanwhile, Long Beach was developing in other areas. Oil was discovered on Signal Hill in 1921 and subsequent oil revenues financed continued harbor expansion.

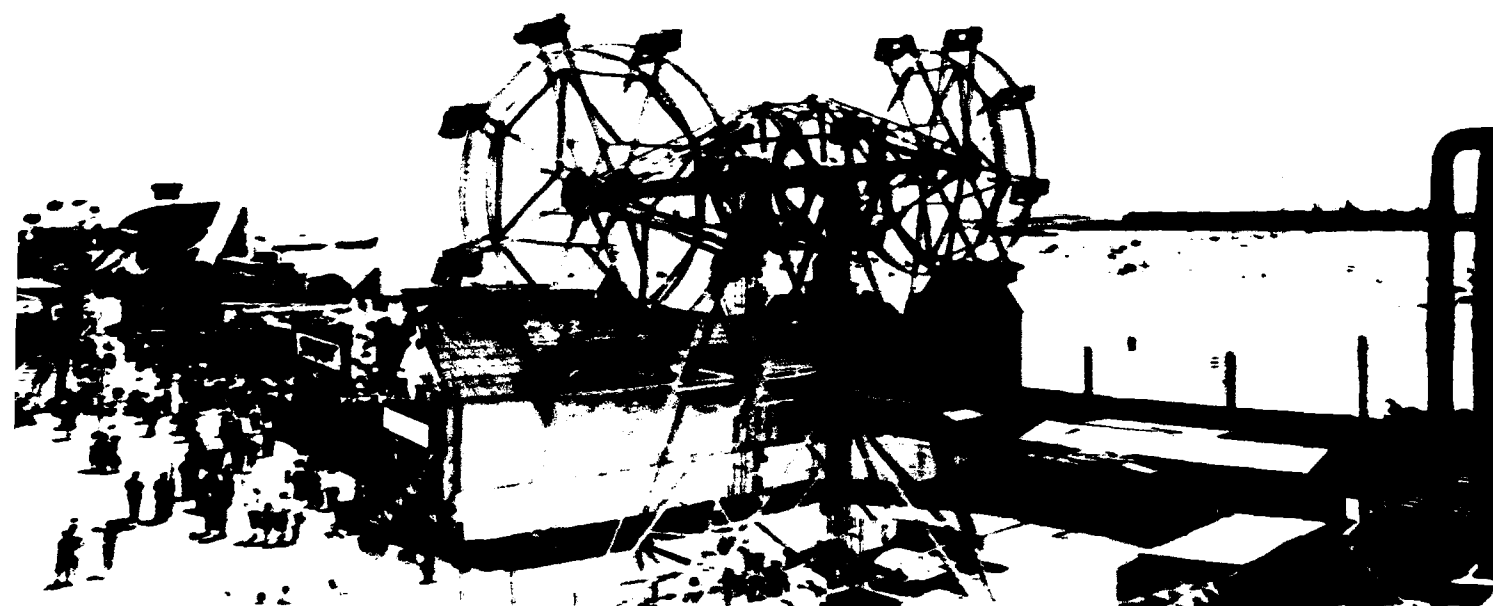






The Long Beach Pike in the 1920's. Looft's  
Rainbow Pier and the old Municipal Building





The Long Beach Pike in the 1920's. Looff's Hippodrome is at the far left, and behind it is Rainbow Pier and the old Municipal Building.

*Courtesy of Ben A. O'dorisio*



Sunday on the Long Beach Pike, circa 1910. Looff's Hippodrome rises above the other buildings right of center.

3

*Courtesy of Ben A. O'dorisio*

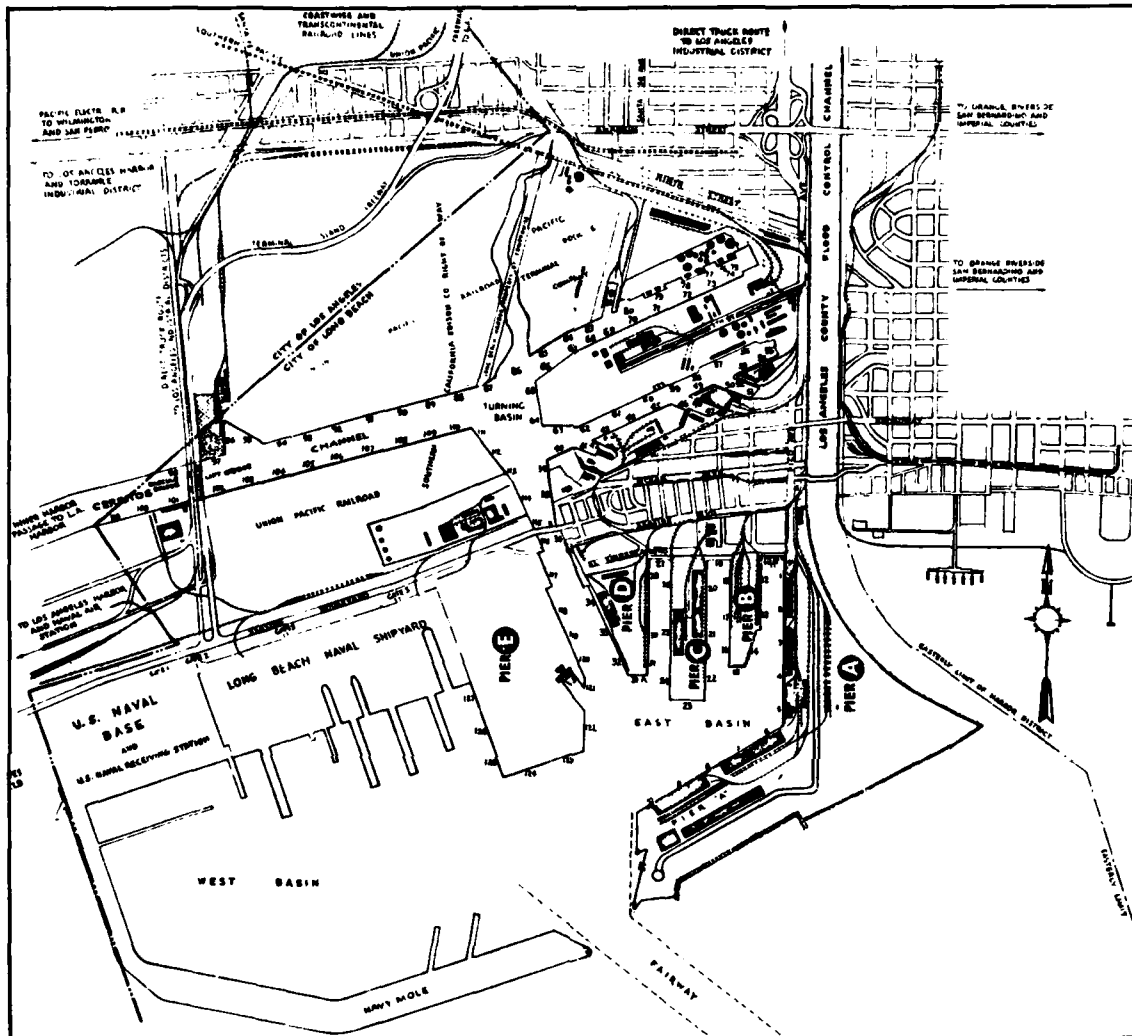


Panorama of inner Long Beach bulkhead, dredge, and fill operations in 1925. Edison Plant is in foreground.

*U.S. Army Corps of Engineers, Los Angeles District*

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Map 10. Long Beach moles.



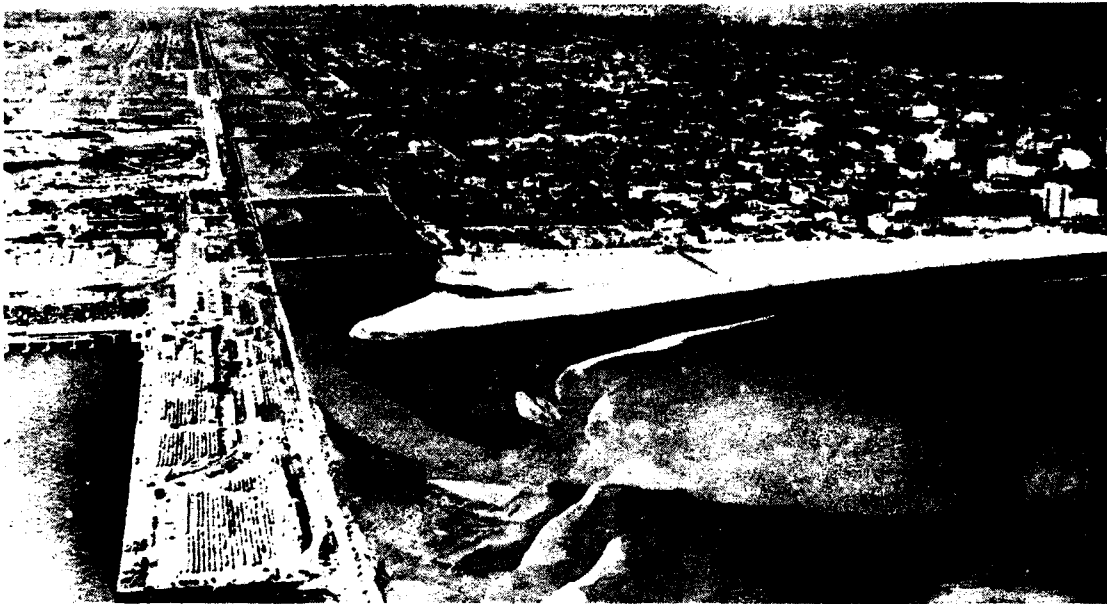
Long Beach looking east from Terminal Island. Sand is now out beyond where the Rainbow Pier appears in the background. (June 1938)

*U.S. Army Corps of Engineers, Los Angeles District*



Looking west toward Wilmington and Terminal Island from Long Beach. (1922)

*U.S. Army Corps of Engineers, Los Angeles District*



Los Angeles River outlet at Long Beach. (1937)

*U.S. Army Corps of Engineers, Los Angeles District*



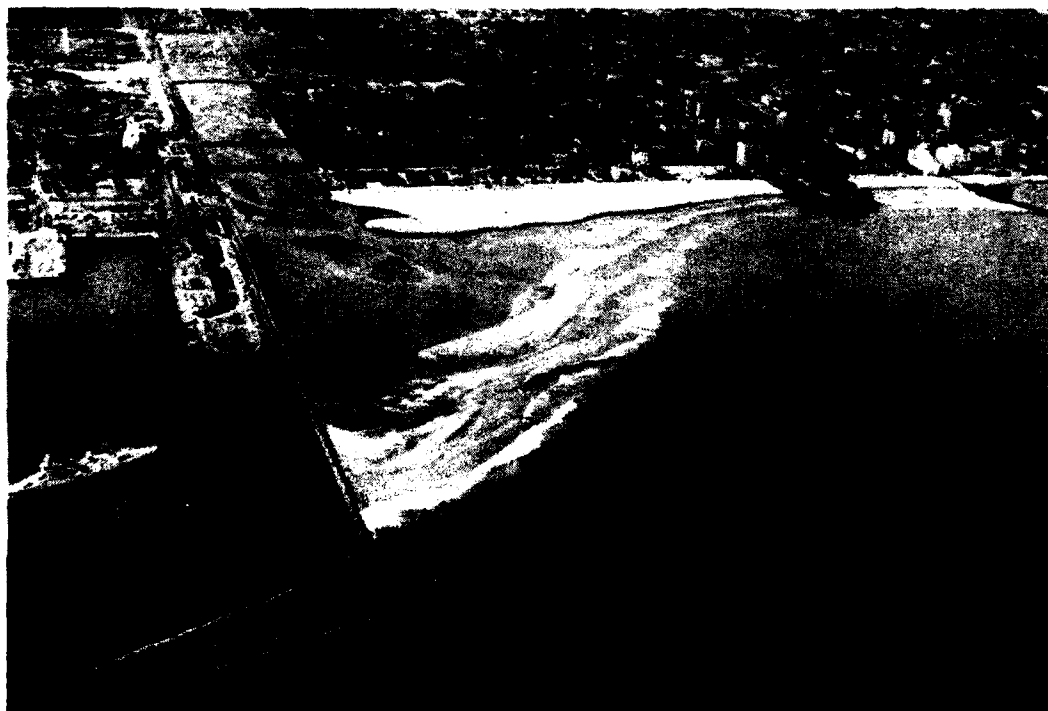
Looking west over Long Beach Harbor toward Wilmington and Terminal Island. Salt flats lie in the upper left part of the picture. (1926)

*U.S. Army Corps of Engineers, Los Angeles District*



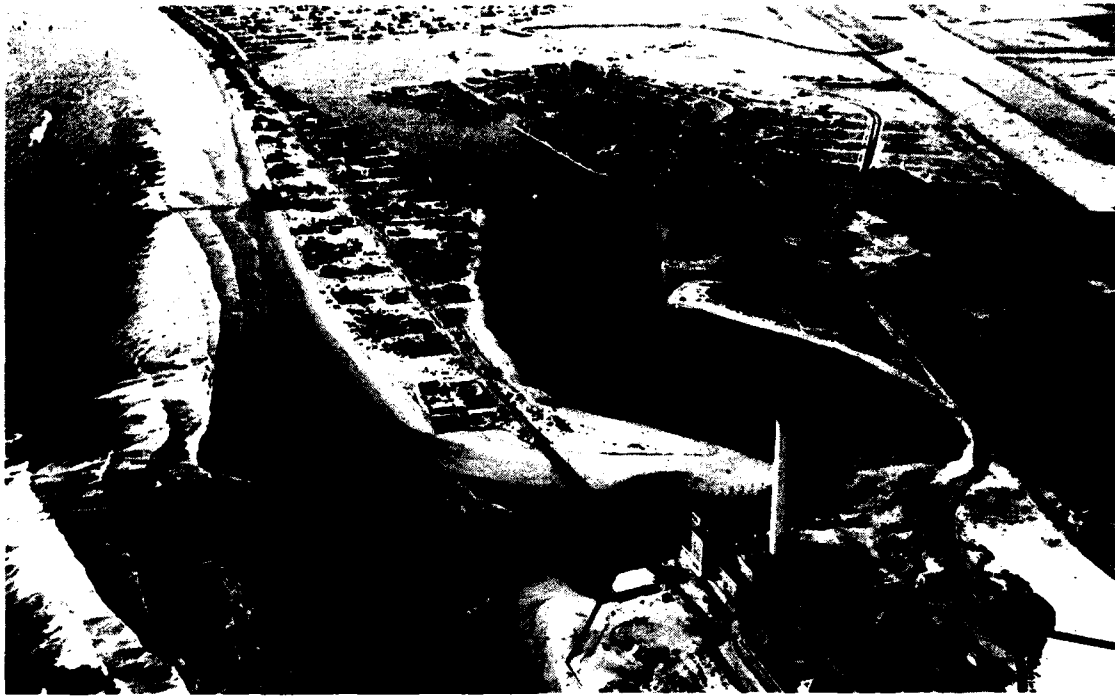
Long Beach in 1920 with well developed amusement zone, Los Angeles River outlet, and Signal Hill oil derricks in the background.

*U.S. Army Corps of Engineers, Los Angeles District*



West Long Beach looking northward from the sea. Naval ship on left. (1938)

*U.S. Army Corps of Engineers, Los Angeles District*



**Alamos Bay in 1928. Pacific Electric Railway trestle lies across mouth of the bay.**

*U.S. Army Corps of Engineers, Los Angeles District*

### Notes and Sources

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2. Ibid., p. 438. Other early maps and descriptions of San Pedro Bay are included in the works of Davidson, Pantoja, Shaler, Fermin, and Ludwig. See bibliography.
3. James Miller Guinn, *Historical and Biographical Record of Southern California* (Chicago, 1902), p. 451.
4. William Shaler, *Journal of a Voyage between China and the Northwestern Coast of America made in 1804 by William Shaler* (Claremont, Ca., 1935).
5. J. J. Warner, B. Hays, and J. P. Widney, *An Historical Sketch of Los Angeles County, California from Spanish Occupancy to July 4, 1876* (Los Angeles, 1936), p. 15. The abundance of rattlesnakes on the island was probably due to their having been washed down rivers and trapped on the island.
6. Guinn, Historical, p. 64.
7. Richard Henry Dana, *Two Years Before the Mast* (Los Angeles, 1964), pp. 99-100; see also Alfred Robinson's account of the carnival-like atmosphere at San Pedro in 1829 as the hide drogher-department store anchored offshore in *Life in California* (San Francisco, 1897), pp. 50-51.
8. The grant to the Sepulveda family made by the Mexican Government in 1894 read:

"4th. They shall leave free on the beach at San Pedro five hundred varas square, to the four cardinal points, upon which houses may be built by persons who may obtain permission to do so; they shall not be permitted to prevent the use of water and pasture by

persons engaged in traffic with oxen or horses to the Port of San Pedro." Quoted in Clarence Matson, *Building a World Gateway* (Los Angeles, 1945), p. 75.

9. James Miller Guinn, *A History of California and an Extended History of Los Angeles and Environs*, Vol. I (Los Angeles, 1915), p. 250.
10. San Pedro Harbor, *Out West*, XXVII, 4 (October, 1907), p. 303.
11. U.S. Army Corps of Engineers. Report (Washington, 1880), p. IV.
12. Ella A. Ludwig, *History of the Harbor District of Los Angeles* (Los Angeles, 1927), p. 262.
13. Glenn S. Dumke, *The Boom of the Eighties* (San Marino, 1944), p. 70.
14. A. M. Hager and E. G. Hager, "Terminal Island's Glamorous Past", *Los Angeles Corral*, No. 111, 1973. passim.
15. Fries, "San Pedro Harbor", p. 318.
16. Matson, p. 52.
17. Anthony Turhollow, *A History of the Los Angeles District U.S. Army Corps of Engineers 1898-1965* (Los Angeles, 1975), pp. 42-43.
18. *San Pedro News Pilot*.
19. Matson, pp. 73-90.

Sources for the Long Beach section of the cultural history included:

Charles Barton, "The Development of a Community", *Pacific Monthly*, Portland, Vol XVII pp. 748-756; Walter Case, *History of Long Beach and Vicinity*, Vol I, I; Malcolm Epley, "Black Gold Harbor", *California Historian*, Vol. XIII, pp. 113-116; John S. McGroarty, *History of Los Angeles County*, Chapter XXXV; R. L. Bisby, "Long Beach, the Vacationists Mecca", *Grizzly Bear* XIII, 2 (June, 1913) passim.

## CULTURAL RESOURCES IN THE HARBOR AREA

### ARCHEOLOGICAL RESOURCES

The 18 formally reported archeological sites in the study area are listed below by the USGS 7.5-minute map on which they are

located. None of these sites are included on the National Register of Historic Places, although any or all of them may qualify for such status.

#### Reported sites      References (UCLA site files)

##### San Pedro quadrangle

CA-LAn-144	Bucknam 1974, UCLA	CA-LAn-147	Bucknam 1974, UCLA
CA-LAn-145	Bucknam 1974, UCLA	CA-LAn-282	Bucknam 1974, UCLA,
CA-LAn-146	Bucknam 1974, UCLA		Butler 1973, Desautels 1968

##### Torrance quadrangle

CA-LAn-149	Bucknam 1974, UCLA	CA-LAn-285	Bucknam 1974, UCLA,
CA-LAn-150	Bucknam 1974, UCLA		Racer 1939

##### Long Beach quadrangle

CA-LAn-231	Bucknam 1974, UCLA	CA-LAn-698	UCLA
CA-LAn-236	Bucknam 1974, UCLA	CA-LAn-700	UCLA
CA-LAn-693	UCLA	CA-LAn-701	UCLA

##### Los Alamitos quadrangle

CA-LAn-102	Bucknam 1974, UCLA	CA-LAn-272	Bucknam 1974, UCLA,
CA-LAn-232	Bucknam 1974, UCLA,		Brooks, Conrey and Dixon
	Dixon 1972		1965
CA-LAn-233	Bucknam 1974, UCLA,		
	Dixon 1972		

##### Seal Beach quadrangle

No sites are formally reported for the project area although several known sites are just northeast of the study area.

The listed archeological sites probably do not represent all of the archeological resources within the study area because much of this area was developed before it could be systematically surveyed by trained archeologists. There is a great likelihood that

cultural resources have been destroyed, obscured, or buried by recent development. Moreover, it is possible that cultural resources have been deeply buried by natural processes prior to Anglo-American occupation.

## UNDERWATER RESOURCES

The two harbors have been subjected to much impact through Anglo-American harbor and related-facilities construction. The Port of Long Beach General Plan 1975, a recent study of the harbor area prepared by Soils International, the Allan Hancock Foundation at the University of Southern California, and Socio-Economic Systems, Inc., has documented some of these changes. For example, Deadman's Island, which contained Native American cultural material, has been destroyed and removed altogether, and Rattlesnake Island has been drastically modified into the present Terminal Island.

Dredging, piling construction, and landfill operations have changed the original bay and estuarine marsh landscape into the metropolitan "cityscape" it is today. All of these activities may have destroyed prehistoric sites or may have redeposited important cultural remains in the study area. For example, a human skull was discovered deeply buried at the present mouth of the San Gabriel River and, although it was found in a disturbed condition, it has provided valuable scientific information on prehistoric human osteology. Isolated finds of underwater artifacts have also been discovered near the study area. In addition, a site recently found off Palos Verdes may have data representative of foreign transoceanic voyages to our coast prior to 1542 A.D. (the voyage of Juan Cabrillo).

During the Late Prehistoric Period, the Gabrielino Indians conducted commerce between Catalina Island and the mainland on seaworthy watercraft. Evidence of this commerce may lie under water in the study area. Thus, although no prehistoric sites are currently known for the underwater area of concern to this report, there is a considerable potential for their existence.

There are probably many shipwrecks in the harbors that, depending on the situation, may be valuable cultural resources. A popular guide to local water sports, the *Chart Guide for Southern California Boating, Diving, and Fishing* (1975), by Edmond Winlund, lists a number of submerged and partially exposed

shipwrecks in the harbors. The U.S. Department of Commerce and the National Oceanic and Atmospheric Administration have conducted a survey and produced the Los Angeles and Long Beach Harbors marine chart (chart No. 18751, 1976), which lists about 21 submerged and partially exposed shipwrecks.

A recent academic study of California shipwrecks conducted by Gibson and Pierson (1977) suggests that the vast majority of these wrecks have not been properly identified or located; consequently, a determination of whether they qualify as significant cultural resources cannot be made. Moreover, a student of California shipwrecks estimates that there are "upwards of 100 wrecks in the harbors which vary in age from significant old wrecks to perhaps culturally insignificant modern wrecks" (Pierson 1977, personal communication).

The harbors may contain wrecks of considerable cultural significance. For instance, a 1925 report states:

The framework and planking of a craft, which had withstood the stress of years and which is believed to have been used centuries ago by Chinese or Spanish explorers or pirates, have been uncovered many feet beneath the earth's surface at Los Angeles harbour in excavations for an oil storage tank (Mariner's Mirror, 1925).

The presence of this wreck has not been verified.

There is very little accurate information about the wrecks in the harbors, but the following vessel descriptions are representative samples of available information on these wrecks.

1. *The Danube*. This vessel, lost at San Pedro on December 24, 1838, could be the locally famous ship built at San Gabriel Mission. An anchor from a vessel of this age is



now on display at San Gabriel Mission; the anchor may have belonged to the *Danube*. The wreck is now probably buried.

2. *Ada Hancock*. In 1859, Phineas Banning, an early business magnate at the harbors, built a small vessel for "lighterage service" (the use of a smaller ship to unload larger vessels offshore in suitably deep water). The 83-ton, steam-powered ship was sunk in the harbor on April 27, 1863 and about 26 lives were lost.

3. *Silver Strand*. The former San Diego-Coronado ferry was built at Alameda, California, in 1927. The ferry once served on Puget Sound as the *Elwha* and on San Francisco Bay as the *Golden Shore*. The ferry went down in a storm in 1970 and its position in the harbor is well known. The wreck has possible cultural resource value because of its historically valuable fittings of museum quality.

These examples indicate that there are considerable cultural resources within the underwater areas of the study site.

## **CULTURAL RESOURCE SITES IN THE HARBOR AREA**

Cultural resource sites in the harbor area are shown on map 11 and are listed by number in this section of the report.

### **1. Point Fermin Lighthouse**

The lighthouse is in Point Fermin Park at the extreme south end of Gaffey Street, San Pedro. It is listed in the National Register of Historic Places.

As early as 1858, \$4,000 was appropriated to build a government lighthouse at the south tip of San Pedro Harbor. Not until 1874, however, did construction actually begin when lumber and bricks were brought around Cape Horn by sailing ship. For its time, the lighthouse was a palatial structure, replete with gimcrackery and surmounted with a cupola fitted with a 2,100-candlepower light. Miss Mary L. Smith, the first lighthouse keeper, lived alone with her sister, but they gave up the lonely occupation because there were no other settlers nearer than Wilmington. In the 1880's,

when Captain George Shaw was keeper, the lighthouse was the scene of many parties.

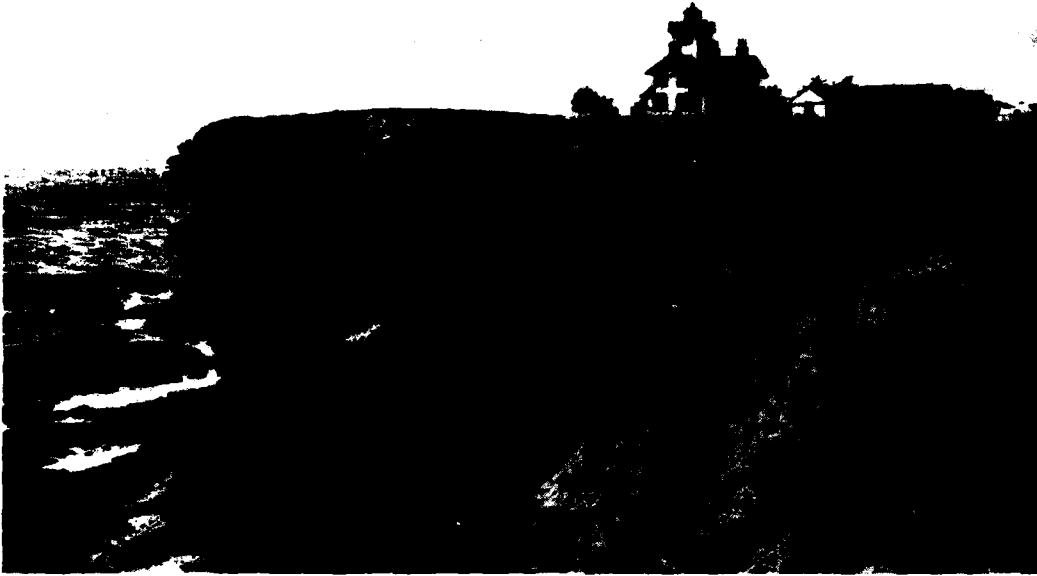
Oil lamps were used to signal approaching ships until 1925 when they were replaced with a new electric light that projected a 6,000-candlepower beam 18 miles out to sea. During World War II, the Coast Guard, for security purposes, turned off the light and painted the gleaming white building "wartime green." After the war the light remained off, and radar and direction finders took over sentry and signaling duties. The structure fell into disuse, eventually becoming a fixture of a 28-acre park, an expanse of tree-shaded lawns, sheltered pergolas, a promenade along the edge of the palisade, and a picnic ground. The park, which is called Point Fermin, was named in 1793 by English Captain George Vancouver in honor of Fermin Francisco de Lasuen, "padre presidente" of the Franciscan missions. This vantage point atop the rugged bluffs affords a magnificent view of the ocean. The original cupola has been reconstructed, and a search is being made for the original lantern.

Copy of the application for inclusion in the National Register is in the appendix.

### **2. San Pedro Breakwater and Angels Gate Lighthouse**

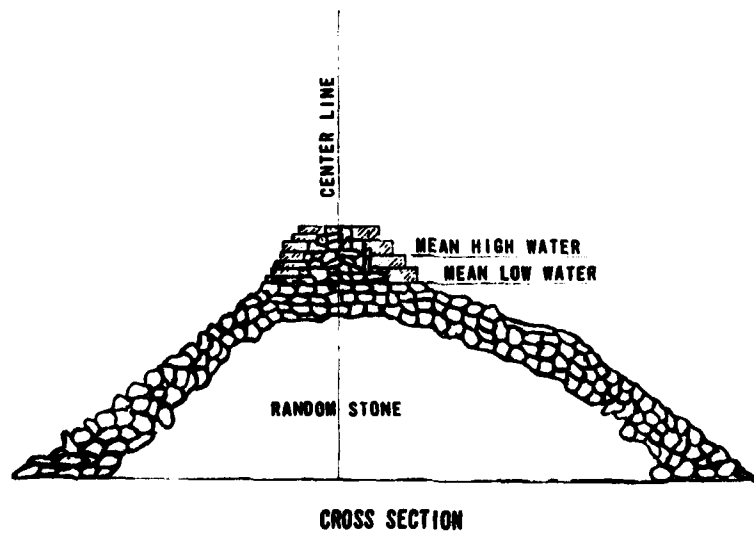
This Government-built breakwater starts at the tip of the San Pedro headland at Cabrillo Beach, curves to the south, and goes eastward for 11,080 feet. At its end stands Angels Gate Lighthouse.

San Pedro Bay was not in itself a protected natural harbor. In 1835 Richard Henry Dana aptly described it as an open roadstead and complained that his ship was "exposed to every wind that could blow, except for the north-west" (Dana, p. 98). To make matters worse, the waters were shallow as a result of silt deposits from the Los Angeles and San Gabriel Rivers, and a sandbar blocked the entrance at Deadman's Island allowing only a 2-foot clearance at low tide. Even with these drawbacks, San Pedro in 1890 was still the best harbor between San Francisco and San Diego. Also, San Pedro lay fairly close to Los Angeles

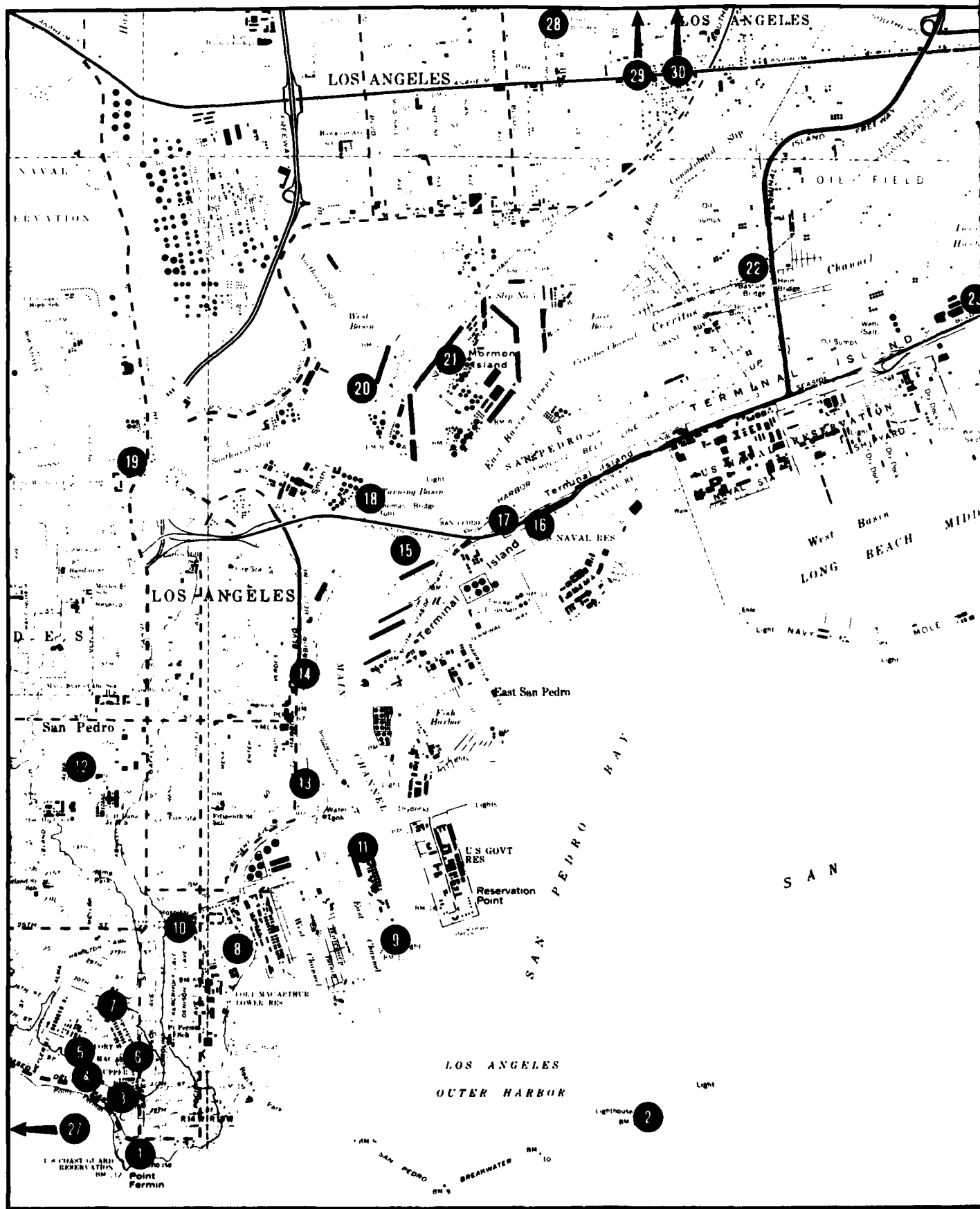


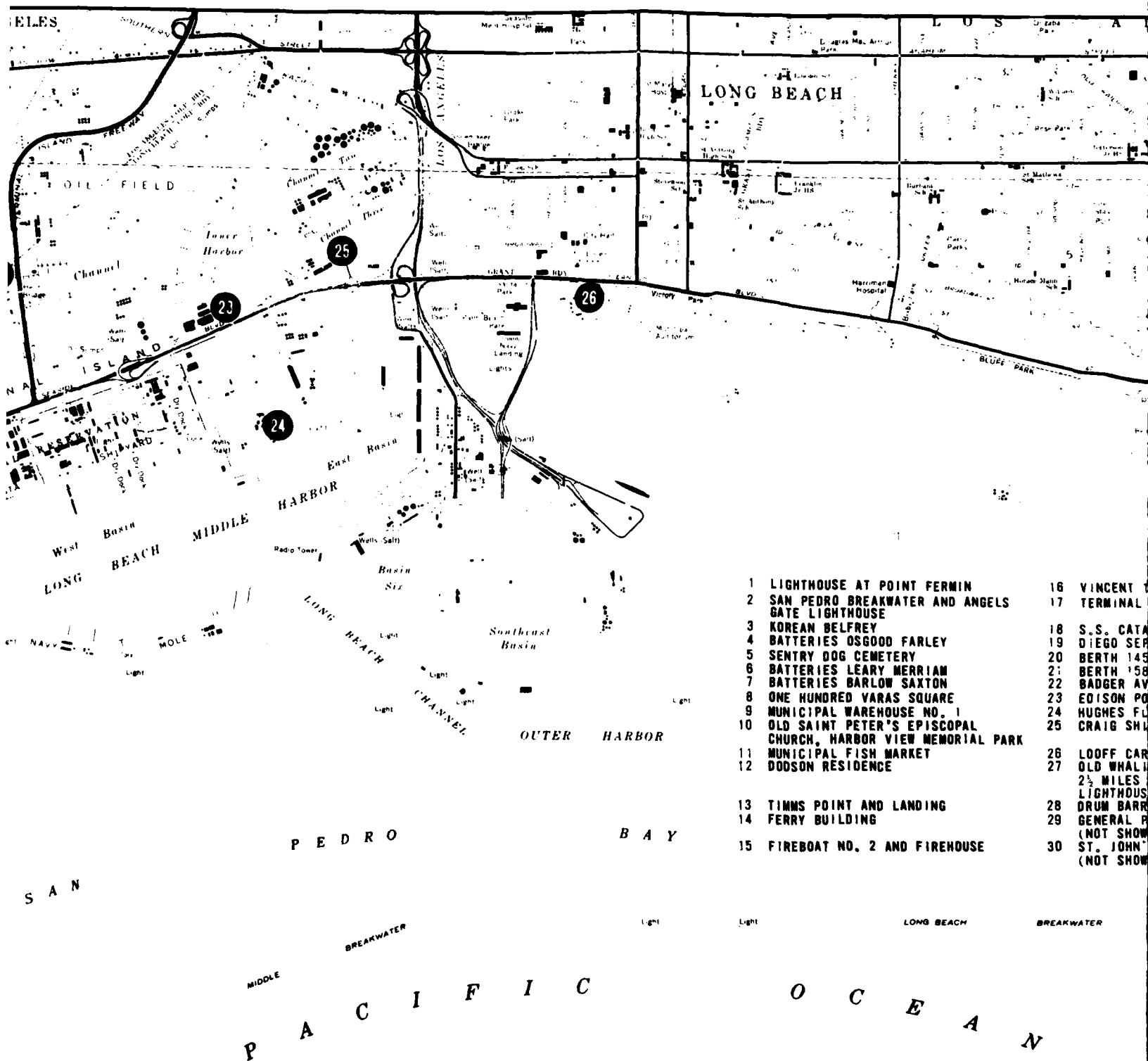
Point Fermin and the government lighthouse in 1898.

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PROFILE OF THE OUTER BREAKWATER





- |  |               |
|--|---------------|
| 1 Lighthouse at Point Fermin                                     | 16 Vincent    |
| 2 San Pedro Breakwater and Angels Gate Lighthouse                | 17 Terminal   |
| 3 Korean Belfrey   | 18 S.S. Cata  |
| 4 Batteries Osgood Farley  | 19 Diego Sep  |
| 5 Sentry Dog Cemetery  | 20 Berth 145  |
| 6 Batteries Leary Merriam  | 21 Berth 158  |
| 7 Batteries Barlow Saxton  | 22 Badger Av  |
| 8 One Hundred Varas Square                                       | 23 Edison Po  |
| 9 Municipal Warehouse No. 1                                      | 24 Hughes Fl  |
| 10 Old Saint Peter's Episcopal Church, Harbor View Memorial Park | 25 Craig Sh   |
| 11 Municipal Fish Market   | 26 Loeff Car  |
| 12 Dodson Residence  | 27 Old Whal   |
|  | 28 Miles      |
| 13 Timms Point and Landing                                       | 28 Lighthouse |
| 14 Ferry Building  | 28 Drum Barr  |
|  | 29 General P  |
| 15 Fireboat No. 2 and Firehouse                                  | 30 St. John   |
|  | (Not Show)    |



whose hills and plains had generated exports dating back to the hide and tallow trade of the 1820's. Thus, in the 1890's, when a decision had to be made as to where millions would be spent to develop a deepwater harbor somewhere on the south coast of California, San Pedro would seem to be the logical choice. But the 1890's fell into the railroad era of United States history when most economic and many political decisions were made by a handful of men who owned and controlled the railroads.

The Southern Pacific monopolized transportation in California, dictated rates to farmers, decided whether a community would dry up or flower, owned the ferries and streetcars of San Francisco, and successfully influenced lawmakers and judges throughout the State. In 1872 Southern Pacific had come south from San Francisco and was laying track toward a terminus at Yuma, Arizona. To persuade its owners, "The Big Four," to build over the San Fernando Range and into Los Angeles before starting east, Phineas Banning, promoter and part owner in the only rail line in southern California (the Los Angeles & San Pedro Railroad), Governor Downey, and Los Angeles civic leaders put together a package of inducements. Southern Pacific would have to build a 7,000-foot-long tunnel to bring the road through the mountains, so the inducements had to be substantial. They eventually included all the stock in the Los Angeles & San Pedro Railroad, a tract in east Los Angeles for railroad yards, and \$377,000 in bonds voted by the people of Los Angeles. Southern Pacific obtained a monopoly on traffic at the harbor and on all transport in and out of Los Angeles. Within a decade it charged more for the Los Angeles-San Pedro haul than a shipper would have to pay to move the same cargo from San Pedro to Hong Kong (ref. 1).

A crack in Southern Pacific's empire came in 1875 when John P. Jones, a young mining millionaire, ran the Los Angeles & Independence line out to the coast at Santa Monica Bay. He then registered Santa Monica as a township and built a wharf out into the bay to service shipping. By 1879 Southern Pacific owned that railroad line and the pilings of the wharf had been cut off at the waterline during low tide. In 1889 the Redondo Railway

Company constructed a wharf and ran a line into Los Angeles. Serious competition began when the Santa Fe Railway came into Los Angeles and when the Los Angeles Terminal Railway built a line to San Pedro in 1891. The latter paralleled the Southern Pacific line about 5 miles to the east, crossed over to Terminal Island, and went on to the west shore of the island. The Terminal Company constructed wharves in what overnight became East San Pedro and began to unload ships.

The boom of the 1880's brought thousands of people to southern California and made civic leaders realize that Los Angeles' commerce would grow in proportion. They had to break away from strictly coastwise trade and provide facilities for deep sea vessels from all over the world. As a local journalist wrote, Los Angeles wanted to be able to take cotton from Texas, hams from Kansas, and canned fruit from California to the Orient.

In 1886 the Angelenos convinced Congress to fund a preliminary survey for harbor improvements, and in 1888 the survey team headed by Colonel Mendell enthusiastically submitted plans to Congress for a double-armed breakwater costing \$4,045,700. Southern Pacific Railway, then under the presidency of Senator Leland Stanford, seemed ecstatic. Stanford proposed that his company build several large ships for the Orient trade and make San Pedro their terminus. His rail tracks were by then out to about Timms Point (near 14th Street) and the railway was busy constructing a new wharf there.

The recently formed Los Angeles Chamber of Commerce began a campaign to acquaint members of Congress with the natural attributes of San Pedro and invited all who could to come to California and see the bay. Senator William P. Frye, Chairman of the Senate Commerce Committee that approved all bills on harbor appropriations, came out to the West Coast. Senator Leland Stanford, representatives of the Chamber of Commerce, and other civic leaders took him to San Pedro in great style. Surveying the mudflats and shallow bay, Frye pronounced that a harbor in that location was out of the question. He told the Angelenos:

The Lord has not given you much to start with, that is certain. It will cost four or five million to build you say. Well, is your whole country worth that much? (ref. 2)

The next day Frye visited Santa Monica as a guest of Senator John P. Jones and found that bay quite appropriate for a harbor. In 1890 Congress sent out Colonel Mendell and two other engineers to the south coast to "determine the best location for a deepwater harbor, to prepare a project and to estimate its costs" (ref. 3). Again, the recommendation was for a two-armed breakwater at San Pedro but at the slightly higher cost of \$4,137,591. When this report reached Senator Frye's Senate commerce committee there appeared to be no question about its approval until a telegram was introduced from the chief engineer of the Southern Pacific Railway. Frye read from it that a harbor at San Pedro would be worthless because the bottom of the bay was so rocky that piles could not be driven into it. It added that for this very reason the Southern Pacific wharf at Timms Point had been abandoned. The Mendell Board had found sufficient holding ground, but nonetheless the telegram succeeded in killing approval for harbor work at San Pedro in that year.

Surprisingly, Southern Pacific no longer supported a deepwater harbor at San Pedro. The reasons seem to have grown out of some kind of internal problem among the Big Four that owned the Railway: perhaps it was caused by Leland Stanford's enthusiasm over the harbor improvements (ref. 4). In any event Collis P. Huntington replaced Stanford as the company's president on April 9, 1890. Huntington immediately bought up property along the Santa Monica shoreline, ran his own rail line north along the coast for about 3 miles, and at that point began work on a huge wharf out into the sea. The wharf was nearly a mile long (4,720 feet). He bought 200 acres on the Pacific Palisades bluff and began landscaping it for a residence from which he could overlook his harbor. Huntington moved all Southern Pacific's pressure for Federal breakwater appropriations to Santa Monica Bay where he could monopolize the wharf, the rail access, and all the shore frontage.

Even as piles for the Long Wharf were being driven, a second board of engineers headed by Colonel William Craighill came out to the coast in September 1892 to determine the respective merits of the harbor sites. Like the other army engineers, they found San Pedro the best choice on all points considered and recommended a breakwater costing \$2,900,000. The decision appeared final. Yet Collis Huntington went right on building his million dollar wharf, gave it the name Port of Los Angeles on April 29, 1893, and received cargo vessels the next month. The fight over where Los Angeles would have her harbor had begun. The Free Harbor League of Angelenos, the Santa Fe Railroad, the *Los Angeles Times*, numerous eastern supporters, and the three teams of engineers with their reports supported the San Pedro site. Mr. Huntington and a skillful Washington lobbyist with a network of seasoned connections at the capital supported the Santa Monica location (ref. 5).

Collis Huntington managed to block any followup on the Craighill report, and a national depression beginning in 1893 made the nearly \$3 million appropriation out of line. In 1896 Senator Stephen M. White, a Los Angeles resident who was a strong ally of the Free Harbor League and whose political manager was the customs collector at San Pedro, convinced his constituents that a minor appropriation was possible. He went before the House Rivers and Harbors Committee with a request for \$400,000 to be spent on dredging the inner harbor to a depth of 25 feet. Huntington, although present at the hearing, raised no objections but later met with the committee alone. There he asked that \$2,800,000 be added to White's allocation but for a breakwater at Santa Monica. He was accommodated. Senator White and Congressman James McLachlan of Los Angeles protested strongly to the chairman who reacted angrily and sent the bill on to the Senate with no appropriation at all for San Pedro; the combined sum went to Santa Monica. This setback spurred White to his finest hour. While batches of letters and telegrams lay on his desk telling him to at least get back the double appropriation, he stood firm in his resolve to block any kind of special interest legislation whatsoever. He went before

In 1890 Collis Huntington built a huge wharf at Santa Monica, where Southern Pacific monopolized the shoreline.



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the Senate Commerce Committee with the harbor's old adversary Senator Frye at its head and brought in Colonel Craighill and other experts to testify. But in spite of this, by a vote of 9 to 6 the whole \$3 million was to be used for the breakwater at Santa Monica.

Had it not been for White's next ingenious tactic, Huntington's Port of Los Angeles would probably have received the appropriation for the breakwater and be the city's port of entry today. White requested that a third engineering board be sent to the south coast, that it choose the best harbor site, and that the entire sum be

spent there. The committee refused his request and he promptly took the matter to the floor of the Senate. There, in a 3-day brilliant debate with Senator Frye, he convinced the Senate of the committee's misjudgment. Frye, sensing the change in mood, capitulated. A new team of experts, the Walker Board, traveled to California and again chose San Pedro. As historian Curtis Grassman has written, "Collis Huntington and his Southern Pacific juggernaut were thus stopped on the very edge of victory" (ref. 6). Over 10 years had passed since the first survey team had recommended a breakwater at San Pedro to serve the impatient Angelenos.



After this disappointment Collis Huntington's efforts concentrated on delay. He still had friends in Washington, including General Russel A. Alger, the Secretary of War, the man who would issue orders to the Army Corps of Engineers to commence the job. Alger employed a host of protocol maneuvers such as refusing to advertise for bids on the excuse that he had no funds with which to place ads. Finally, Los Angeles citizens went to President McKinley and he commanded General Alger to take action. In April 1899, the harbor citizens hosted a great barbecue so that guests could watch the first rocks pushed off a barge and the breakwater begun. Senator Stephen White had of course come home to a hero's welcome, but he died in 1901 at the age of 48. The *Los Angeles Times* called him "the greatest man the State has produced in the half century of its existence" (ref. 7).

The Walker Board had recommended a detached breakwater beginning 1,900 feet off shore and so it was designed. Because rock from Santa Catalina Island proved unsatisfactory, another source was found near Riverside (ref. 8). This switch made it necessary to call on Southern Pacific trains to haul the rock out over the water on a railroad trestle built along the line of the breakwater. The substructure of rubble rock went down into water 48 to 50 feet deep and was 200 feet wide at the base. Where it met the superstructure at low tide, a ledge or berm strengthened the wall. Eight-ton rectangular rocks were set in place to create a superstructure 20 feet wide at the top and 14 feet above the sea at low tide. The breakwater as originally planned was completed in 1910, but the gap at the headland proved to be a mistake. With additional appropriations the gap was closed and the east end extended. Completed, the breakwater ran 11,080 feet. In 1932, work began on a 12,500-foot middle breakwater. The San Pedro, the middle, and the Long Beach breakwaters total almost 47,000 running feet and with the entrances constitute the longest breakwater in the world.

Angels Gate Lighthouse, the Los Angeles Harbor Light, capped the east end of the breakwater in 1913. James Gibbs in his book *West Coast Lighthouses* reports that its

construction is not like that of any other on the West Coast. It has a heavily braced steel frame and concrete plaster walls designed to allow for settling of the breakwater. The monolithic blocks of concrete and the tower that rises 73 feet have survived major impacts. On one occasion, a 5-day storm left the structure with a slight tilt; on another, windows 35 feet above sea level were broken by the waves; then a huge battleship struck the jetty below. The Los Angeles Harbor Light survived without damage (ref. 9).

Because of the historic importance of the Free Harbor Fight, the San Pedro breakwater and the Angels Gate Lighthouse should be nominated for inclusion in the National Register of Historic Places. The fact that the breakwater was built in San Pedro instead of Santa Monica is what historians call a watershed. The decision changed the course of economic and geographic development in Los Angeles and thus the lives and environment of large numbers of people. As the reports of the U.S. Army Engineers demonstrated, San Pedro Bay was far superior to Santa Monica Bay in natural endowments. Further, free competition and open commerce have made the spacious Port of Los Angeles the greatest port on the West Coast. We can only speculate about where the other historical route would have taken us had Collis P. Huntington located and owned the city's harbor. This is the most thoroughly researched event in harbor history. The condition of this site is good. A bronze statue of Senator Stephen White stands today before the Courthouse at First and Hill Streets in Los Angeles. This statue or a duplicate of it could well stand on the wide walkway where sightseers leave the headland behind the Cabrillo Marine Museum to mount the breakwater.

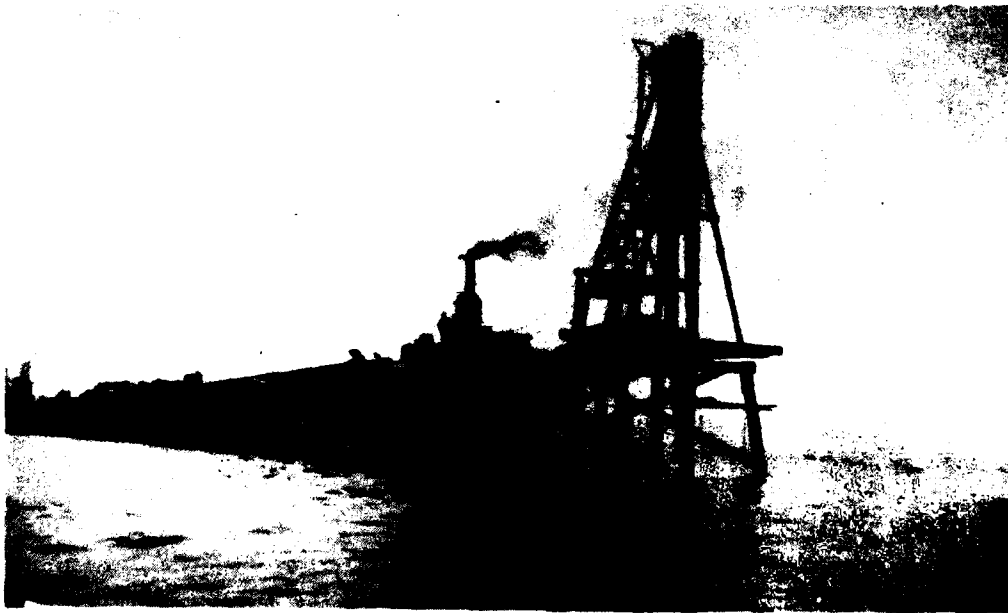
**3-7. Fort MacArthur, Upper Reservation**  
**Site:** Battery Osgood-Farley, Battery Barlow-Saxton, Battery Merriam-Leary, Sentry Dog Cemetery, and Korean Friendship Bell

The Upper Reservation is a 116-acre tract most of which was purchased in 1910 from private land developers. Fort MacArthur's harbor defense plans called for all primary



Prying stones from flatcars for the breakwater in 1903.

*U.S. Army Corps of Engineers, Los Angeles District*



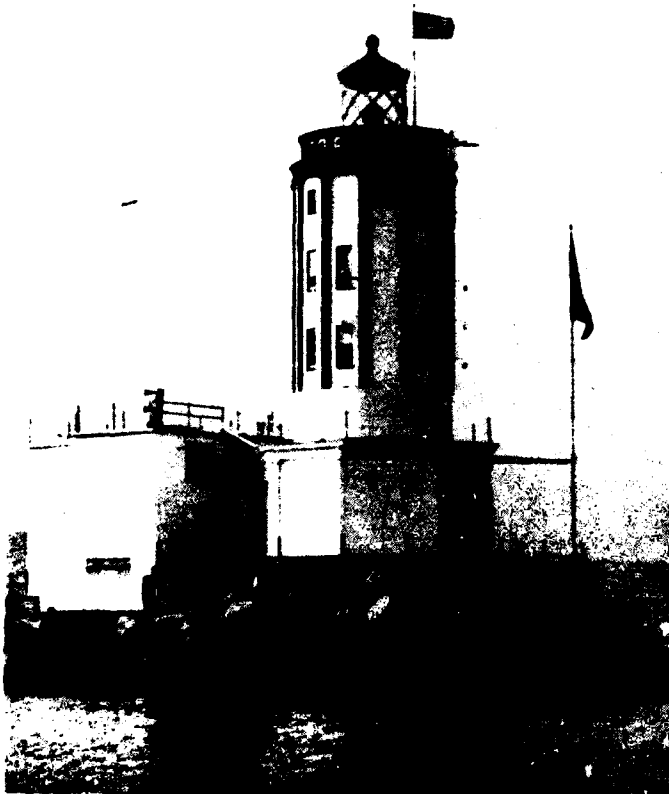
Pile driver at outer end of breakwater trestle in 1903.

*U.S. Army Corps of Engineers, Los Angeles District*



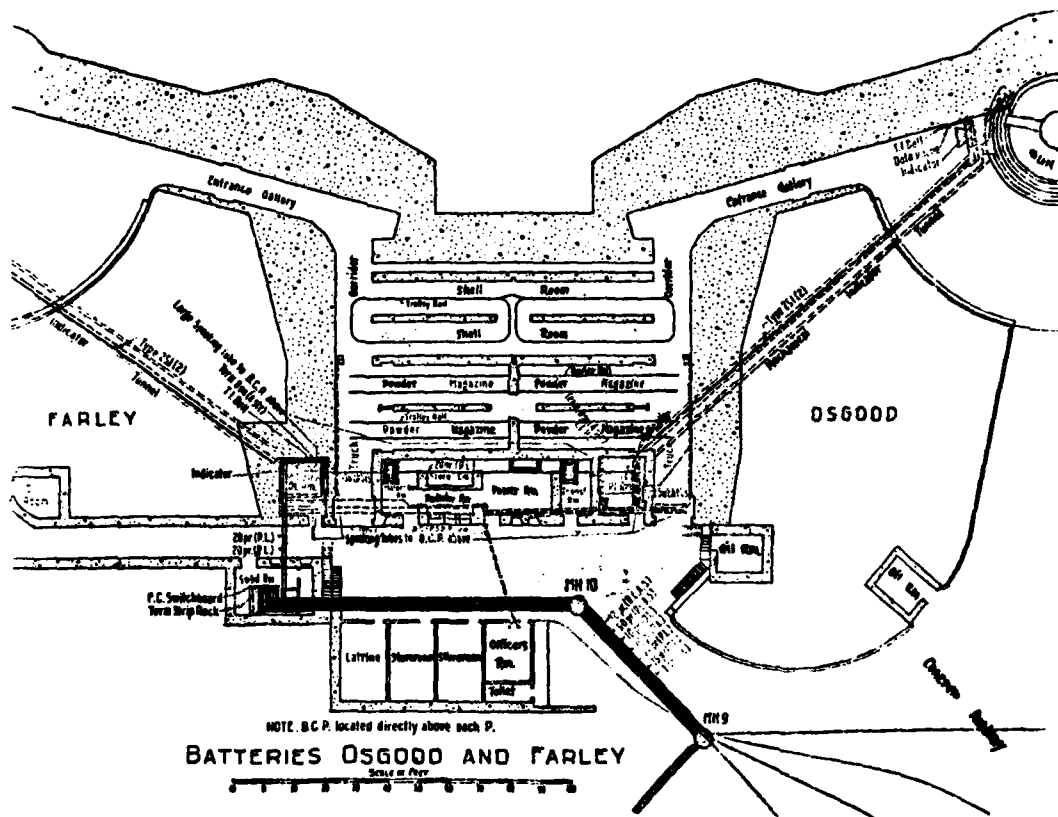
**Derrick unloading stones for the superstructure.**

*City of Los Angeles Harbor Department*



**Angels Gate Lighthouse**

*City of Los Angeles Harbor Department*



Plan of underground rooms, tunnels, and entrances servicing the emplacements for the disappearing rifle (cannon) carriages of Batteries Osgood and Farley.

*Courtesy of Col. Robert E. Freeland, Fort MacArthur.*

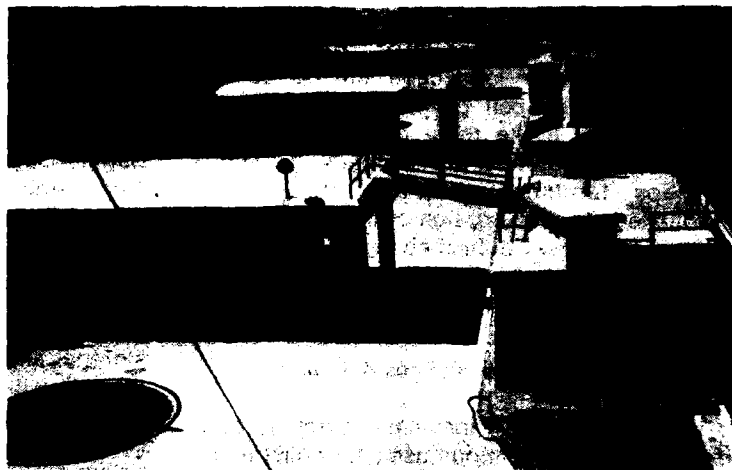
fixed armament to be located there, and gun emplacements were begun in 1914. The site is bounded by Gaffey Street, 30th Street, Alma Street, and Paseo Del Mar (map 12).

The historical resources consist of the already marked Battery Osgood-Farley, certified for nomination by the State Historic Preservation Officer on February 18, 1976; the Barlow-Saxton Battery; the Merriam-Leary Battery; a sentry dog cemetery; and the Korean Friendship Bell. The area of about 37 acres where Batteries Osgood and Farley, the sentry dog cemetery, and the bell are located is presently under the control of the City of Los Angeles. The General Services Administration

has declared the entire area excess surplus land and it is presently in transition between that administration and the City of Los Angeles. The city should maintain these properties in perpetuity; however, it is recommended that a reversion clause be included in the land transfer to the effect that if the historical sites are not properly maintained, the property should be returned to the Federal Government for proper administration.



Block houses of the Batteries Barlow and Saxton; 12-inch-long tube mortars, four per battery, or a total of eight mortars.



U.S. Army photograph

#### **Korean Friendship Bell (Site 3)**

The Bell of Friendship, a Bicentennial gift to the United States, was dedicated October 3, 1976. The inscription on the bell has as its theme freedom and independence. A part of it reads:

The Bell of Friendship is patterned after the Bronze Bell of King Songdok which is the largest Oriental bell in existence. The Bell of King Songdok was constructed in A. D. 771. Unlike Chinese bells, the Korean bell has a sound tube on top of the bell, which is hung in a low pavilion and struck from outside. This is different from western bells which are hung in tall belfries and rung by a clapper suspended inside. The Korean bell is hung low to the ground so that the sound can reverberate against the earth and escape through the sound tube. Korea has not, since the eighth century, cast such a big bell as this Bell of Friendship.

In casting the bell, modern technology of cast-metal was used as little as possible, and the ancient method of bell casting was followed.

Completed in a period of six months, the bell measures 3.67 meters high with a circumference of 7.25 meters and a diameter of 2.27 meters. It weighs 17 tons.

Four pairs of figures consisting of the Goddess of Liberty and a Korean spirit are engraved in relief at equal distances on the body of the bell. The Goddess of Liberty is placed side by side with a Korean spirit because it has a special meaning for American independence. The figures stand on drifting clouds and the rising sun is engraved above their heads and between raised hands. The first Korean spirit holds up a symbolic design of Korea's national flag, the second one a branch of rose of Sharon, which is Korea's national flower, the third a branch of laurel as a symbol of victory, and the fourth a dove as a symbol of peace.

The bell calls for recognition in this report; however, its recency does not recommend it for marking at this time. The City of Los Angeles is seeking funds to landscape the 33 acres surrounding the bell pavilion in traditional Korean style. If the three bunkers and the sentry dog cemetery are properly marked, perhaps landscaping plans should be readjusted. The description of the bell comes from a fact sheet published by Councilman John S. Gibson, Jr., President, Los Angeles City Council.

#### **Battery Installations (Sites 4, 6, and 7)**

The three battery installations are typical examples of fortifications used for coast and harbor defense during the turn and first part of this century. The cemetery and the Korean Bell are representative of the World War II and Cold War eras. The original nomination for the Osgood-Farley Battery was submitted by a Federal agency, Facilities Engineering, U.S. Army, HQ, 7th Infantry Division and Fort Ord. According to Mr. Gene Itogawa of the State Department of Parks and Recreation Resources Agency, if the original nomination is submitted by a Federal agency, it becomes that agency's responsibility to enlarge the site. An onsite inspection of the three gun emplacements and the cemetery and a sense of their historic importance suggest that the Osgood-Farley nomination be revised to include the Merriam-Leary and Barlow-Saxton Batteries. Mr. Itogawa suggested that the World War II and Cold War theme of the other historical resources would be incompatible with that of the batteries. In addition, they do not have a 50-year history. Thus, it is recommended that only the sentry dog cemetery be recommended for State recognition and marking. If the City of Los Angeles does maintain this land, the city might treat the five historical resources as the basic elements of a historical park, landscaping and organizing them in a manner that would make them resources for the scholar and points of interest for the tourist.

The Battery Osgood-Farley is described on the copy of the National Register of Historic Places nomination form in the appendix. The

Merriam and Leary emplacements are identical to the Osgood-Farley, having been completed in the same year, 1917, and inactivated at the same time, 1944. Both held paired 14-inch guns. An excellent description of the emplacements appears in the appendix. Battery Osgood-Farley is there described as a "representative portion of the defense system that existed during the period 1917-1947." The Barlow-Saxton Batteries differ from these batteries in that each was designed for four 12-inch-long tube mortars per battery. They were also completed in 1917. The underground storage and work rooms and the tunnels through which vehicles drove in and out with supplies are best maintained in Barlow-Saxton Batteries. The gun emplacements lie well below ground level in a large pit. Behind the round baseplates and working area are plotting-switchboard-radio rooms with large digital directional guides facing out toward the loading area. In other respects the construction resembles that of the 14-inch gun emplacements.

From a historical point of view it would be a great loss if any one of these three emplacements were to be destroyed. The United States has escaped the kind of warfare that plagued Europe for centuries and caused the nations there to construct massive fortifications. Consequently, we have comparatively little to study. These emplacements are all that remain of the largest and most powerful fixed coast defense artillery on the West Coast. Further, "Fort MacArthur is the only Taft period fortification in the continental United States (others being Endicott period or prior, and World War II) so its emplacements are somewhat different than those found in San Diego, San Francisco, Columbia River, Puget Sound, etc." (ref. 1). With the introduction of aerial warfare such fortifications are destined to remain forever obsolete. Even Fort MacArthur lies close to being marked off as disposable land. These rare sites provide a resource for students of the history of technology and warfare and bring alive the written word upon which we too often depend. A hundred years from now their value as tools to uncover the history of land defense will be even greater.

The three batteries need maintenance. The basic reinforced concrete is in good condition, but the doors lie in disrepair and weeds and debris litter the tunnels. At Osgood-Farley a handsome marble panel that serves as the backing for an electrical switchboard is a temptation to vandals. All three emplacements should be on the National Register of Historic Places.

#### **Sentry Dog Cemetery (Site 5)**

North of the Osgood-Farley Battery and behind a chapel no longer in use lies a cemetery for guard dogs. Each grave is marked with a heavy concrete marker. Brass and steel plates are attached and on them engraved the designation "Sentry Dog", the dog's name, and the birth and death dates. Vandalism has left its mark; however, many are still complete. The grass is long and unkept. Guard dogs served in World War II and in Vietnam and many received training here. The cemetery, which yields information through date markings on the use of sentry dogs, may easily be included in the suggested park site. A State designation is suggested.

#### **8. One Hundred Varas Square**

This site lies in the Lower Reservation of Fort MacArthur (map 13). The Kingdom of Castile originally granted land in the Americas under a policy by which absolute title to all land was vested in the Spanish Crown. By the 18th century the Laws of the Indies had been somewhat altered to stimulate settlement on the frontiers, and private ranchos were allocated with clear title outside the pueblo and mission lands. Juan Jose Dominguez, a soldier who had marched with Diego de Portola into Alta California in 1769, petitioned for and received such a grant in 1784. The 74,000-acre Dominguez Rancho lay on the coastal plain south of the pueblo of Los Angeles, bordered by San Pedro Bay to the point where it met the Nieto grant. Dominguez drew complaint for neglecting his stock and for residing on his ranch for only brief intervals (ref. 1). In his will he named a Spaniard, Manuel Gutierrez, executor, and Gutierrez in turn gave Jose Dolores Sepulveda permission to graze cattle

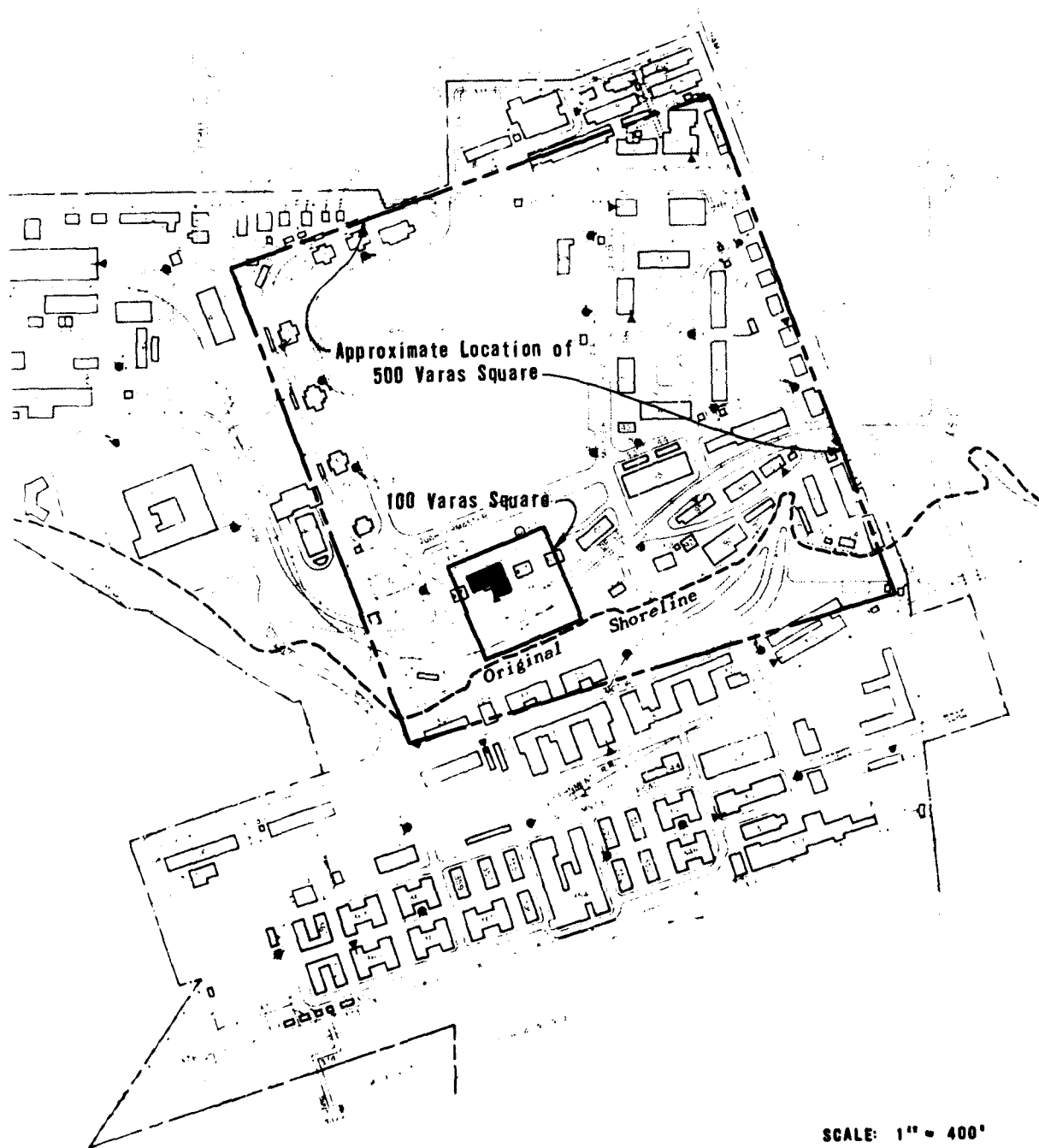
on the Palos Verdes tract of the San Pedro Rancho. Sepulveda proceeded to build a home there and to exercise full control. What arrangement he had with the executor we do not know, but dispute over the land arose during the lifetime of Dolores Sepulveda and carried on into the lives of his heirs. In 1846 the affair was finally settled when Governor Pico awarded Jose Loreto and Juan Sepulveda the 11 square leagues of the Palos Verdes tract in return for military services rendered by their father (ref. 2). Following upon the policy established in 1827 when the first Dominguez-Sepulveda dispute was temporarily settled, Pico reordered that:

They shall leave free on the beach at San Pedro five hundred varas square, to the four cardinal points, upon which houses may be built by persons who may obtain permission to do so; they shall not be permitted to prevent the use of water and pasture by persons engaged in traffic with oxen or horses to the Port of San Pedro (ref. 3).

In effect the Mexican Government reserved this tract for itself, and the United States would claim the same reservation by Government transfer some years later. The tract had 1,400 feet of water frontage (ref. 4).

The bluff at San Pedro within the 500 varas square had so long been the site of commercial activity that the decree largely followed upon practice. The San Gabriel Mission had embarcadero and storage rights to a smaller square of 100 varas in the southeast corner. Here they built what is believed to have been the first house at San Pedro Bay. Historian James Guinn wrote that in the proceedings of the *ayuntamiento* of 1835 "a house is spoken of as having been built there long ago by the Mission Fathers of San Gabriel." Guinn guesses at the dates 1815 to 1820, and when he wrote in 1901 he described the ruins as still extant (ref. 5). He located the house as halfway between Point Fermin and Timms Point. This is assumed to be the same house described by Richard Henry Dana who sailed on a hide drogher in 1834.





Map 13. One Hundred Varas Square

Ruins, circa 1900, of one of the first buildings at San Pedro on the Hundred Varas Square.



*City of Los Angeles Harbor Department*

Captain Shaler reputedly brought the first American ship into San Pedro Bay in 1805, unloaded contraband goods in exchange for provisions, and initiated the trade in otter skins. He records no house. His log undoubtedly caused other contraband traders to seek out the port and to open up the cowhide and tallow trade. Guinn records an increase in cattle from 10,000 in 1822 to 42,000 in 1830 on land owned by Los Angeles citizens, obviously to meet the new demand (ref. 6). In 1822 William Hartnell, an Englishman working out of Lima, Peru, visited the San Gabriel Mission "making a contract with Padre Payeras, the prefect of the missions, for the purchase of hides and tallow" (ref. 7). Hartnell's company used the point for hide collection and storage from 1822 to 1828. The adobe storage house was still there, and a few years later Richard Henry Dana wrote:

Going up this hill with them, we saw, just behind it, a small, low building, with one room, containing a fireplace, cooking-apparatus, & c. and the rest of it unfinished, and used as a place to store hides and goods. This, they told us, was built by some traders in the Pueblo, (a town about thirty miles in the interior, to which this was the port,) and used by them as a storehouse, and also as a lodging-place when they came down to trade with the vessels (ref. 8).

After the harbor lines were drawn in 1907 the bay was filled from the bluff east to the present-day West Channel. However, in Dana's time the water came right up to the bluff, and to reach the hides collected around the adobe house on the 100 varas square, he and his shipmates had to scale the cliff. They approached in longboats laden with the usual assorted cargoes from Boston, and he described the landing.

After landing and rolling them over the stones upon the beach, we stopped, waiting for the carts to come down the hill and take them; but the captain soon settled the matter by ordering us to carry them all up to the top, saying, "hat, that was 'California fashion'". So what the oxen would not do, we were obliged to do. The hill was low, but steep, and the earth, being clayey and wet with recent rains, was but bad holding-ground for our feet....Now, the hides were to be got down; and for this purpose, we brought the boat round to a place where the hill was steeper and threw them down, letting them slide over the slope. Many of them lodged, and we had to let ourselves down and set them going again; and in this way got covered with dust, and our

clothes torn. After we had got them down, we were obliged to take them on our heads, and walk over the stones, and through the water to the boat (ref. 9).

The hide house or warehouse was owned in Dana's time by Abel Stearns who like a few other foreigners settled in the pueblo Los Angeles and traded in hides and tallow. Stearns had bought the adobe building from the San Gabriel Mission in the early 1830's while the secularization of the California missions was in progress. Stearns wanted to expand the warehouse facilities with additional buildings and to bring in water from a spring several miles away. Some of the local people objected to his establishing such a commercial center, claiming that it would attract contraband trade. They cited Spanish law that prohibited buildings on the beach where there was no customs house. Governor Figueroa granted Stearns permission to bring in water, but Stearns built no other buildings on the 100 varas square (ref. 10).

The firm of Juan Alexander and John Temple acquired valid claim to the square (1.77 acres) in 1848. After Phineas Banning entered the firm he moved the business to the Wilmington Lagoon. Because this was 4 miles closer to Los Angeles, most of the general trade moved to his wharf, and the stores and old adobe hide house fell into disuse. Squatters moved in and set up sheep corrals. When Dana returned to the site in 1859, he saw two houses on the hill. A legend grew that buried treasure lay near the old house, and it became a magnet for treasure hunters for years (ref. 11).

In 1874 the Southern Pacific acquired rights-of-way and extensive land holdings on the San Pedro bluff including title to the Alexander and Temple lot of 1.77 acres. The United States held claim to the same 500 varas square as reserved by the Mexican Government and this also included the 1.77 acres; thus, a dispute over ownership followed. On September 14, 1888, the "old government reserve on San Pedro Bay" was formally set apart as a military reservation by executive order. A decade later Southern Pacific gave in to the Government claims, too busy then with

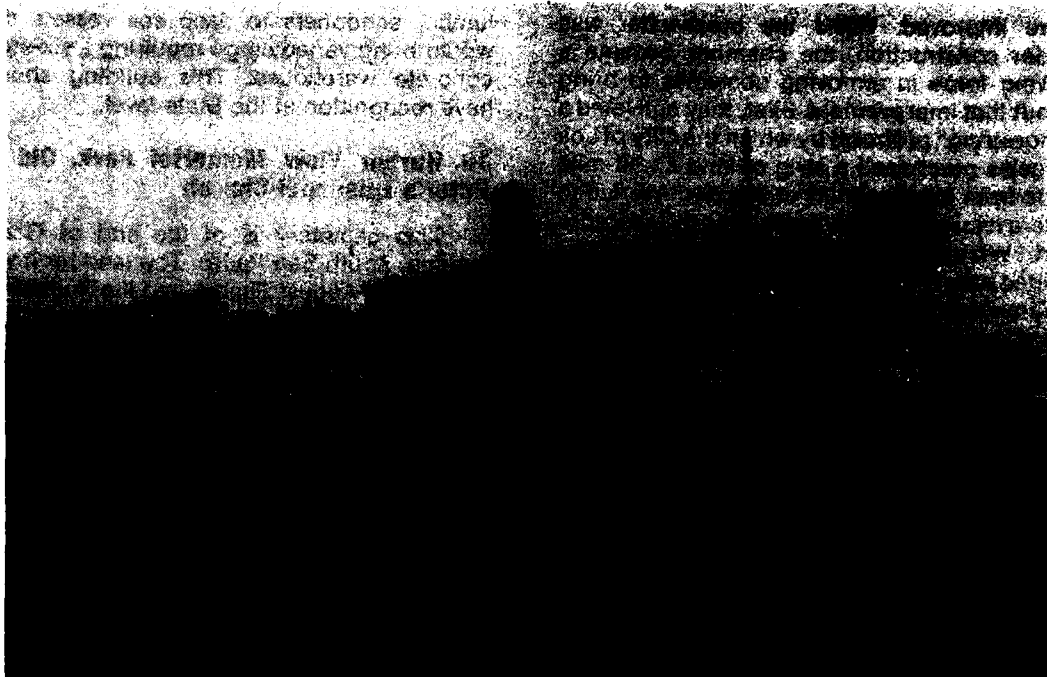
the fight over location of the Los Angeles Harbor to give it any time. Once the breakwater was built in San Pedro, the United States planned a complete defense system centered on the old Government reservation. Squatters were removed, sheep corrals torn down, and buildings removed. The old adobe ruins may have been among these.

As the history of this site discloses, the lives of nearly all of the significant persons of early harbor history are associated with it. The hide house is widely known through the works of Richard Henry Dana. This site is deserving of thorough research and possible inclusion on the National Register of Historic Places.

### **9. Los Angeles Municipal Warehouse Number 1**

This building is at the southeast end of Pier No. 1, the old Huntington Fill, which lies between the Main Channel and the East Channel in the outer harbor. The warehouse, which may be reached by driving to the south end of Signal Street, is a six-story, reinforced concrete building. The floor area of about 500,000 square feet is divided into 72 rooms. The warehouse is equipped with electric elevators, whip hoists, and a sprinkler system fed by a 100,000-gallon water tank that is located on the roof. The Marine Exchange Lookout Station is also on the roof. The building has fireproof stairways on the outside above the second floor (ref. 1). The warehouse was completed in 1917, a product of the Los Angeles Harbor Department General Obligation Bonds. Historically, it is a symbol of change.

At the turn of the century and before the San Pedro Breakwater was built most of the cargo that came into San Pedro Bay was carried on coastal vessels. Los Angeles had built up a large import lumber business, but there was comparatively little other commerce. Shallow-draft lumber schooners were all the bay could accommodate. Stored lumber lay in stacks exposed to the elements. Warehouses were privately owned and relatively small. The Los Angeles Chamber of Commerce was well aware that even with the breakwater to accommodate deepwater vessels the port would not attract world trade unless facilities



**Municipal Warehouse No. 1 with Marine Exchange Lookout Station on the roof. Looking north at the East Channel, 1947.**

*City of Los Angeles Harbor Department*



**Municipal Warehouse No. 1, September 1916.**

*City of Los Angeles Harbor Department*

were improved. While the breakwater was under construction, the chamber became a driving force in removing obstacles to bring about that improvement. First, they activated a "shoestring" proposal by which the City of Los Angeles purchased a strip of land a half-mile wide from the city limits at Slauson Avenue to where it joined the city limits of both San Pedro and Wilmington. Secondly, the chamber helped pass a city ordinance to create a harbor commission, a three-member commission who set about drawing up a harbor plan.

The United States Congress then created a Harbor Line Board and all the slips, channels, bulkheads, piers, and turning basins as we see them now were created, first as lines superimposed on a map of the natural mudflats and sandbars and then dredged and filled into reality. The next step was to consolidate the harbor towns with the metropolis because without this consolidation the people of Los Angeles would not be willing to pay for the needed port facilities. The consolidation agreement with San Pedro and Wilmington, finalized in 1909, specified that Los Angeles would spend \$10 million on harbor improvement in the next 10 years. With the way finally cleared, municipal dredging and wharf construction began, and in 1915 construction began on Warehouse Number 1. It was a magnificent structure for its day: massive, modern, and yet decorated with Gothic gargoyles and water spouts. The City of Los Angeles was proclaiming its entrance into world trade with channels dredged to 35 feet and a safe and commodious inner and outer harbor that at least one enthusiast claimed would be adequate for a thousand years.

The historic changeover that began at the port in 1912 deserved recognition, but it is difficult to mark a whole harbor and not feasible to cite dredge and fill operations. We can best center our attention upon one or two facilities that mark off the beginnings of one of the greatest manmade harbors in the world because that is probably the most historic event that ever occurred in San Pedro Bay. Warehouse Number 1 is in excellent condition, is extremely visible, and its architectural style embodies the best features of its time. Further, it symbolizes the shift away from shallow-draft

lumber schooners to deep sea vessels that would bring varied cargo requiring a six-story concrete warehouse. This building should have recognition at the State level.

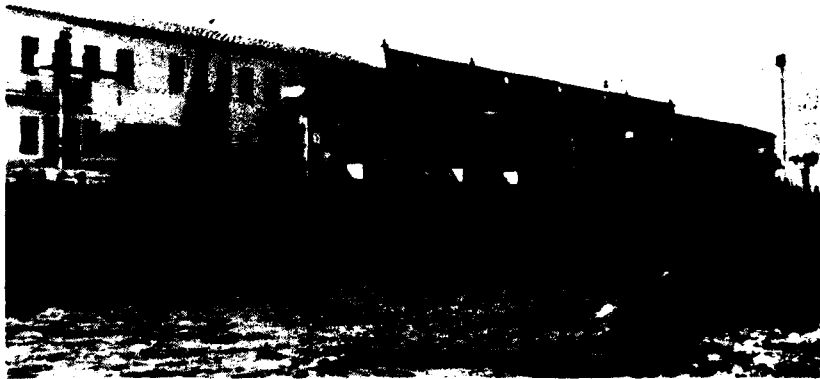
#### **10. Harbor View Memorial Park, Old St. Peter's Episcopal Church**

This cemetery is at the end of Grand Avenue, South San Pedro. The land for it was donated by August Timms, and the Rudecinda Chapel at its entrance bears the name of Jose Diego Sepulveda's daughter who with her immediate family are interred there. It was declared Historic-Cultural Monument No. 53 by the City of Los Angeles Cultural Heritage Board. The board's fact sheet on the resource may be found in the appendix.

#### **11. Municipal Fish Market**

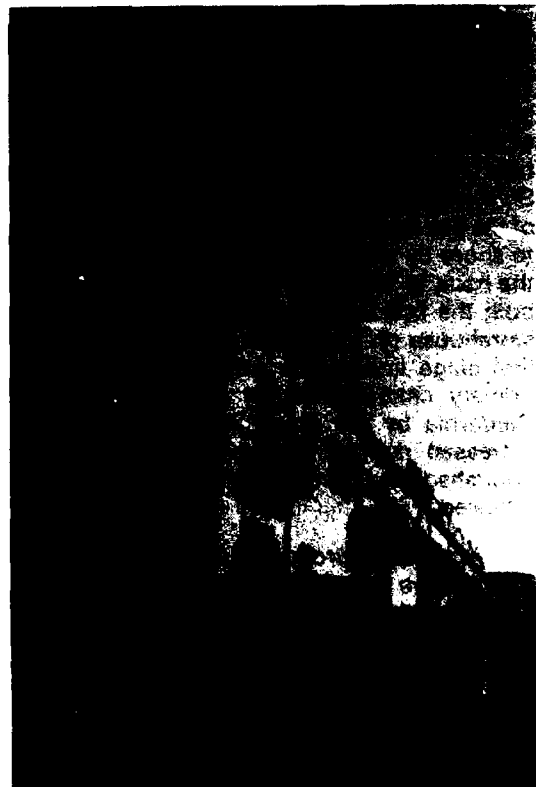
When the City of Los Angeles voted for the first harbor bonds and initiated plans for the first wharf and warehouse, it also located a Municipal Wholesale Fish Market on the main channel at the head of the Southern Pacific slip. Over a span of 3 years dating from 1916, a long wooden market building was constructed where fishermen could clean and process their fresh fish for the tables of southern Californians. Located at Berths 79 and 80, the market served both as a commercial house and as a gathering spot for the oldtimers, many of them immigrants who brought their skills with them from ports throughout Europe. The DiMassa family founded its market in 1916 as did the Zankich Brothers (ref. 1). This colorful old landmark was torn down in 1951 and the fish wholesalers moved into a modern concrete building at Berth 72 the same year.

The new structure, 80 by 420 feet, was built on the end of a new pier constructed as part of the \$1,500,000 Fishermen's Wharf. Fish are cleaned and processed on the first floor; storage space, offices, dining rooms, and kitchen are on the second floor. The average monthly rental for one of the 12 markets in 1951 was \$270 compared to an average monthly rental of only \$50 in the old building; the higher rent in the new facility drew a good deal of complaint. Wholesalers in the building today provide fresh-caught fish to over 3,000 retailers.



**Municipal Fish Market.**

Harbor tours show off the building, one of streamlined and practical design but which yields little historical information. The Municipal Fish Market might be considered for a Los Angeles Historic-Cultural Monument.



**Municipal Fish Market.**

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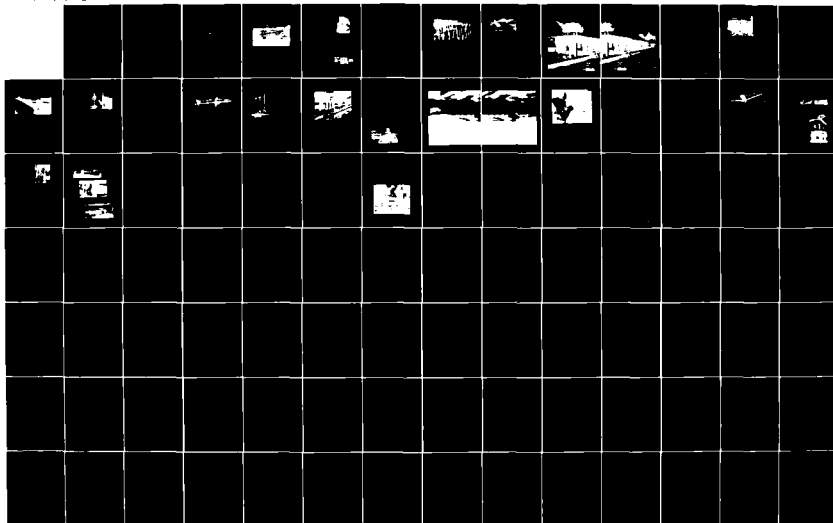
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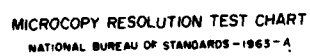
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## 12. Dodson Residence

This residence, once the home of Rudecinda Sepulveda de Dodson and James H. Dodson, is at 859 West 13th Street, San Pedro. The residence was declared Historic-Cultural Monument No. 147 by the Los Angeles Cultural Heritage Board on September 17, 1975.

## 13. Timms Point and Landing

Until the 20th century this point lay below the San Pedro bluff just north of Deadman's Island (map 14). Today the point of land is gone, but the site may be described as along the Main Channel of Los Angeles Harbor near the Southern Pacific slip between 14th and 16th Streets in San Pedro. It is registered as California State Historical Landmark No. 384 and Los Angeles Historic-Cultural Monument No. 171.

Timms Point, which may aptly be called the first Port of Los Angeles, came into use as a landing at about the time of the gold rush. Los Angeles already had a few Yankee entrepreneurs such as Abel Stearns and John Temple, but it was also a time when trade and passenger business would increase rapidly and thus attract more pioneer Americans to the now recently acquired United States port. Ships still anchored out in the open roadstead of the bay and sent their goods and passengers to shore by rowboat. Diego Sepulveda, one of the heirs to the Palos Verdes Rancho in 1824, built the first wharf on the point of land and storehouse on the beach. He then began the first stage line to Los Angeles. Perhaps the primary change brought about in southern California by the gold rush was the greatly increased demand for beef. Cattle ranches flourished as never before and commerce followed.

Another by-product of the mining boom is said to have been the arrival of August Timms. Conflicting evidence places his arrival in the 1860's; thus we are not quite sure how and when Timms arrived in San Pedro. However, he is credited with improving and extending Sepulveda's landing and, after the 1880's, maps appeared calling it "Timm." The point bore the name Timms until its destruction. Timms'

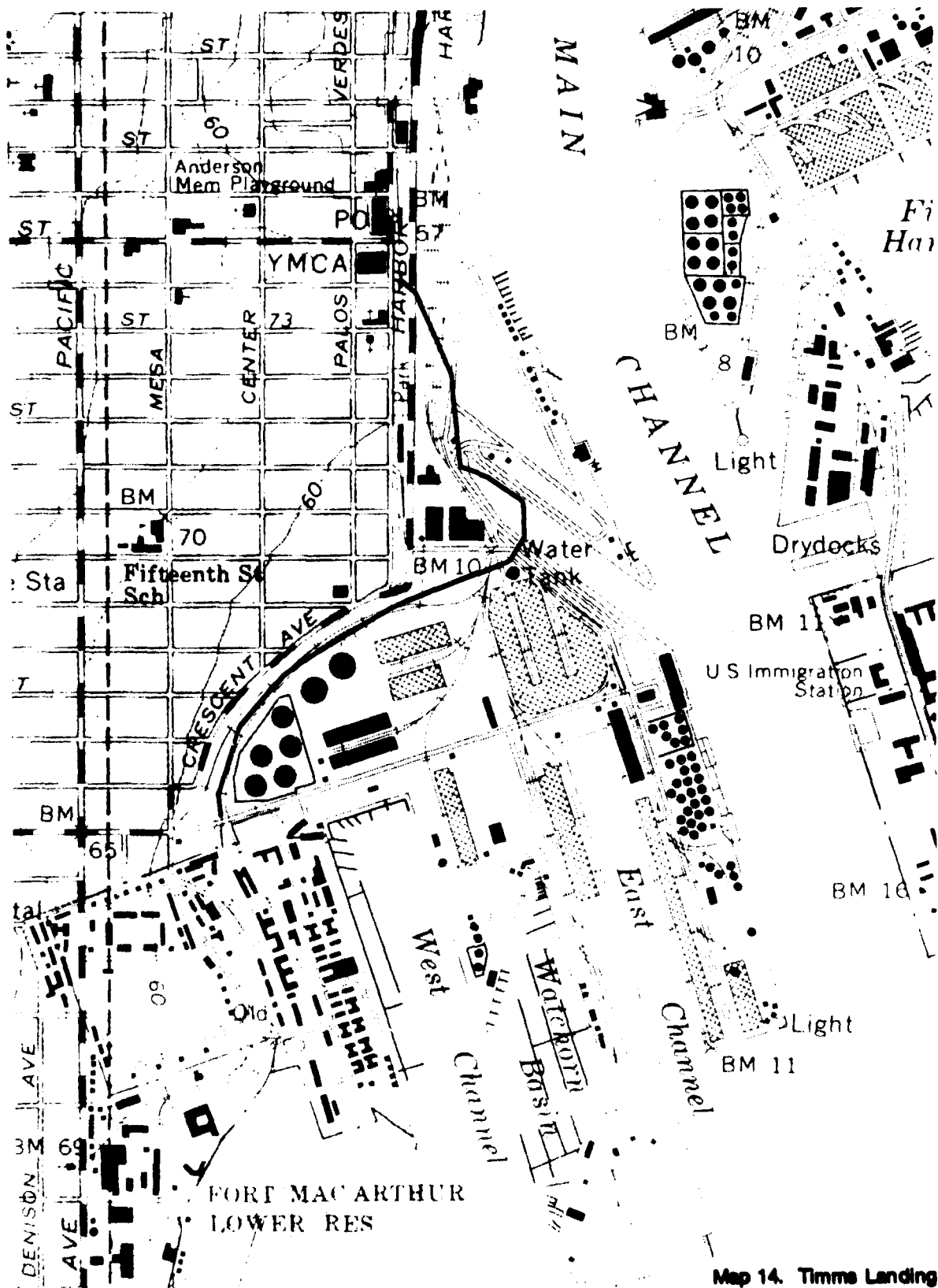
improvements were unique and consisted of towing the hulls of two shipwrecked vessels to the point, using the deck houses to live in, and taking advantage of the silt and sand deposited around the wreckage so that the point of land was quite enlarged.\* The many photographs of the busy point as well as constant reference to it in shipping literature attest to the importance of the landing until in 1907 dredging made it unrecognizable.

Timms lived until 1888, apparently at his home on the point where he also had a hotel and bathhouse. He bought land, he owned some interests in Catalina Island, and he made a gift of the land for the Harbor View Cemetery to the people of San Pedro. He saw Los Angeles shipping move from the point to Phineas Banning's New San Pedro in 1857. He also saw business return to his point when Southern Pacific bought the land between Timms Point and the Wilmington Lagoon from the heirs of Palos Verdes Rancho. The railway acquired rights-of-way and brought its tracks out below the bluff to Timms Point. August Timms then had to defend his rights to the point but apparently was successful.

By the 1880's the channel below the San Pedro bluffs was much improved because of the jetty built in 1871 from Timms Point southeast to about 600 feet from the earlier built east jetty connecting Rattlesnake and Deadman's Islands. There the new jetty paralleled the east jetty for half a mile or to a point a short distance beyond Deadman's Island. Scouring caused by the tides deepened the channel by Timms Point to 14 feet; dredging then deepened the channel to 20 feet.

After the Federal Breakwater was approved, San Pedro leased parts of the outer harbor for fill. One of these leases, the Miner concession, lay just south of Timms Point; when the work was complete the harbor lines began to take on the shapes they have today. Also, by 1907 Southern Pacific owned Timms Point and in that year contracted for the

\*Timms is said to have hauled in the *Mary Jane* in 1852 and the *Abraham Lincoln* later. However, a literature search did not disclose any documented verification of this.



Map 14. Timms Landing



San Pedro Harbor entrance from the bluff showing the jetty going out from Timms Landing toward Deadman's Island, 1883.

*Title Insurance and Trust Company*

dredging of three ship slips there, each to a depth of 30 feet. Thus, the romantic point, once almost obscured by the crowded masts of sailing ships, became completely obscured by progress. Mrs. Florence Dodson Schoneman, granddaughter of Diego Sepulveda, who tried to locate Timms Point for the California History and Landmarks Club in 1941, found that the point had been so "dredged about, leveled off and built upon" that it was only with great difficulty that she could locate it.

The names of several aggressive and entrepreneurial Americans who typified the "out west" mentality are associated with

Timms Point. John Tomlinson bought the Sepulveda stage line and then became famous for his races with Phineas Banning to Los Angeles. Timms is reported to have raced and set a record of 1 hour, 55 minutes to Los Angeles in 1856.

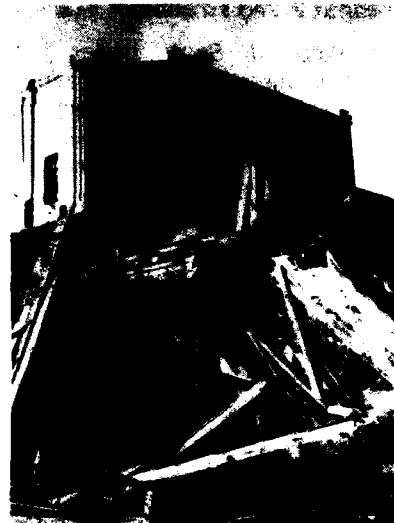
Bachman's warehouse, Tomlinson's wharf, Sepulveda's landing, and Timms' buildings were the first structures at shore level at the future Los Angeles Harbor. Harbor history of this era is incomplete and needs a thorough study through primary resources. This site is presently a California State Landmark.

#### 14. Municipal Ferry Building

This building, which sits on the Main Channel of the Port of Los Angeles at the foot of Sixth Street in San Pedro, was built in 1941 to accommodate the ever growing automobile and pedestrian traffic to and from Terminal Island. The structure is of the "streamlined moderne" style characterized by its plain surface, severe detailing, and rounded corners. This architectural style was popular in Los Angeles in the late 1920's to the early 1940's; however, few examples remain that are structurally sound and safe and in the excellent condition found here. With the completion of the Vincent Thomas suspension bridge in 1963, the ferryboat service was discontinued. Since that time the building has housed offices of the Los Angeles Harbor Department.

Recently the Los Angeles Harbor Commissioners agreed to give a secure lease to the Los Angeles Department of Public Works so that it could direct the preservation of the building and the development of a Maritime History Museum. A recent Federal grant of \$1,080,000 will finance the venture, which should be completed by early 1978. The physical structure of the ferryboat building is ideal for a museum. The old building was built for literally thousands of people to pass through each day. Museum design will retain some of the old turnstiles, existing ramps, and unusual rooms. The museum will offer a Hall of San Pedro Bay History, a Hall of Nautical Archeology, a research library, and a museum store. Subsequent planning phases call for a Marine Art Gallery, a Hall of Maritime History, a history of the fishing industry, and the motion picture industry's seafaring activity.

In 1975 the Los Angeles Cultural Heritage Board designated the structure a Historic Cultural Monument, No. 146 in the Cultural Heritage Register. Because the building is only 35 years old and the architectural style of little interest on a national level, this marking is appropriate. However, development of the museum will make this site an important local headquarters, and any change imposed upon it would have to be given careful consideration.



When the Vincent Thomas Bridge eliminated the need for ferry service across the Main Channel, the Ferry Building on Terminal Island, an exact replica of the one still standing at the foot of Sixth Street, was demolished.

*City of Los Angeles Harbor Department*



The Ferry Building built in 1941 will become a Maritime History Museum.

*City of Los Angeles Harbor Department*

### **15. Fireboat 2 and Firehouse 112**

The *Ralph J. Scott*, better known as Fireboat 2, is located at Berth 227 at the foot of Old Dock Street, San Pedro. It was declared Historic-Cultural Monument No. 154 by the Los Angeles Cultural Heritage Board on May 5, 1976.

This 52-year-old fireboat was built at Los Angeles Shipbuilding and Drydock Corporation (now Todd Shipyard) at a cost of \$214,000 and launched October 20, 1925. In 1969 the boat was modernized at a cost of \$238,000, and replacement cost is conservatively estimated at \$2,250,000. Despite its age, Fireboat 2 is actually one of the most up-to-date fireboats in the world and should be in use for many years. The boat has fought many major fires; its pumping capacity was demonstrated on August 8, 1972, when it pumped into fifteen 2-1/2-inch hose lines and two 3-1/2-inch hose lines, providing water for land companies. Firehouse 112 serves as home base for Fireboat 2. The long service of Fireboat 2 has made this boat a logical choice for a local historical resource.

### **16. Vincent Thomas Bridge**

This bridge, which spans the Main Channel of Los Angeles Harbor where it meets the Turning Basin, connects Terminal Island with the mainland. It was opened November 15, 1963, and thus has a short history. However, it replaced a wholly inadequate ferryboat run and encouraged a new surge of development at the harbor. Named for Assemblyman Vincent Thomas whose efforts forged the legislation needed for construction, the bridge spans 6,050 feet. It was the first large suspension bridge in southern California and the third largest in California. The bridge will surely be of interest to future historians; however, its recency stands in the way of note as a historical resource at this time.

### **17. Terminal Island School**

The school, located at 333 Seaside Avenue, Terminal Island, presently houses the Marine Corps Reserve Training Center. Although a well-known resort, a town named East San Pedro, and the beginnings of what is

now the largest fishing industry in the country went together to make a colorful history for Terminal Island, no old landmark remains except this public school. It does not possess high artistic value but does embody the distinctive characteristics of its period. More importantly, the school is associated with the lives of the children of the beautiful little beach community and the children of the cannery workers. A brief history of the island relates readily to the broad patterns of history on the national and world levels.

Competition for railroad terminals opened up the island in 1891 when a St. Louis corporation purchased the narrow sand spit of Rattlesnake Island from the Dominguez heirs. Southern Pacific had a terminal monopoly on the west side of the San Pedro Bay channel. The St. Louis company broke that monopoly by running a railroad from Los Angeles along the east side of the Los Angeles River, over to the island on trestles, and to its west end where the company established terminals on deep water. They changed the name from Rattlesnake to Terminal Island and began development of a resort community where city dwellers could buy lots and build beach houses or commute for the day via the new railroad. Brighton Beach, as the new community was called, soon attracted visitors who came directly by the Los Angeles Terminal Railway or by Southern Pacific and crossed over the channel by small boat.

At the same time that the resort community flourished, the fishing industry was beginning on the east side of the island. In 1893 the machinery of the Golden Gate Packing Company was brought to East San Pedro during one of the sporadic depressions in the San Francisco Bay sardine and anchovy industry. Alfred P. Halfhill was one of the owners of what they then called the Southern California Company. It began purse seine fishing for sardines around San Pedro, Redondo, and Santa Catalina. In 1903 sardines disappeared and Halfhill looked for another species of fish to can. He found a tin of Italian "Tunny" by chance, and thus the tuna industry was born in East San Pedro. Halfhill tried to find some type of fish for commercial canning, experimenting with albacore, halibut, and cod.



East San Pedro, Terminal Island, before widening the channel to 1,000 feet. Workers' houses built up on pilings along the main channel were torn down and shoved out of the way.

*U.S. Army Corps of Engineers, Los Angeles District*

Albacore, although a popular sport fish for Americans, was considered inedible and was called "the hog of the sea" because it held such large amounts of blood. Halfhill found that steam applied to its flesh turned it snow white and also made the albacore look and taste like chicken. He packed 700 cases in 1903, but grocers returned a sizable part. To promote albacore, he convinced grocers to give it away free with coffee. This and other promotional efforts were successful. Halfhill called his product "chicken of the sea"; this slogan later became the trademark of Van Camp Seafood Company (ref. 1).

The Japanese entered the fishing industry early. One study made in 1931 and based largely on interviews tells us that a small group of young Japanese men got into the abalone business at Whites Point in 1901, others fished the area between Whites Point and San Pedro in 1906 and 1907, and a large number lived in

East San Pedro. By the summer of 1907, the writer Kanichi Kawasaki estimates there were 600 Japanese fishermen living in East San Pedro (ref. 2).

Thomas Wolfe, in his study of the fishing industry, tells us that in San Diego, even in 1919, 85 percent of the fish were brought in by Japanese fishermen using hook and line. The big purse seiner fleets came into being after World War I. Thus, we can speculate that many of the Japanese on Terminal Island until the 1920's were engaged in fishing from small boats. Kawasaki writes of the first arrivals in 1906 who "drove lumber piles on the shore of the main channel at East San Pedro and built about twenty houses" (ref. 3).

Japanese fishermen were not alone in East San Pedro. Gamblers, artists, and European fisherfolk also lived there. Charles Fletcher Lummis, a one-time city editor for the *Los Angeles Times* also had a home there (ref. 4).



Terminal Island schoolhouse.  
Upper story is original  
structure built in 1897.

However, until World War II the Japanese constituted by far the majority of workers in the canneries. Halfhill pioneered the tuna industry, but in 1912 the White Star Canning Company opened its wharves in East San Pedro and soon afterwards Frank L. Van Camp opened a large cannery at the head of the Southern Pacific slip on the west side of the channel. During World War I a fire destroyed the Southern California Company, and because the company had contracted for a large amount of canning needed nationwide, harbor developers turned their attention to the fish industry. The Board of Harbor Commissioners decided to create a special harbor. Clarence Matson, Traffic Manager for the Los Angeles Harbor, wrote of how the harbor engineer "formulated a plan to fence in a piece of the Pacific Ocean" on the southwest end of Terminal Island. The engineer Jubb:

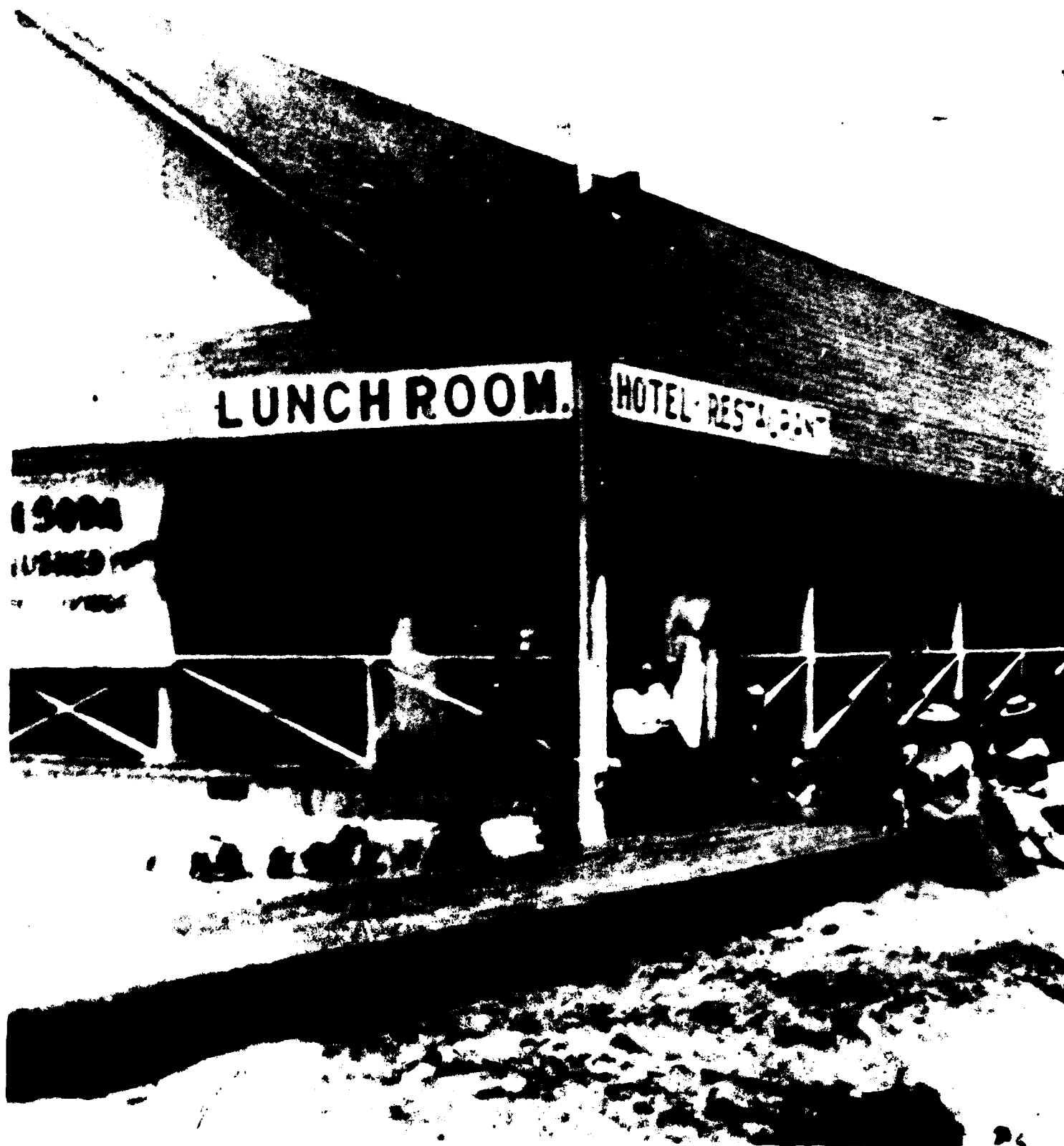
...designed a seawall to enclose an area of thirty acres of water on the southerly side of Terminal Island and east of the filled area. A wooden wharf about two thousand feet long was built across the north side of this area, and the area behind was filled in with dredgings, making a considerable acreage of solid ground. A low breakwater was built across the southerly side of the area enclosed by the

seawall, thereby giving a completely protected harbor for fishing boats. The land back of the wharf was divided into lots each with a hundred-foot frontage on the wharf, and running back four hundred feet to a street and a railroad track. Another street ran down to the wharf in the middle of the tract, affording frontage for business houses (ref. 5).

Dredging and wharf construction began in 1915, and the following year the Fish Harbor project was completed.

Within a few months all of the space provided by the new fish harbor had been leased, two or three plants had been established to build and repair fishing boats, and some of the leading oil companies had built oil stations to service them. It was the most complete plant of its kind on the Pacific Coast, if not in America (ref. 6).

Soon after this, more than 3,000 Japanese could be counted on Terminal Island. This was the era when the intersection of Tuna Street and Terminal Way became the heart of the community. By World War II, some 2,000 Caucasian workers also lived on the island.



LUNCH ROOM.

HOTEL-RESTAURANT

1900

1900

1900





A Brighton Beach hotel at the turn of the century.

Edward Houck Collection

2

Changes brought about by the San Pedro Breakwater in 1910, the dredging at Fish Harbor, and finally the Reservation Point fill so altered the south side of Terminal Island that Seaside Avenue, where the Terminal Island School had once served a community by the sea, was almost a mile inland. Resort homeowners were replaced by cannery and industrial workers, and the shacks at East San Pedro were shoved out of the way as new wharves went up on the valuable property facing the Main Channel of the Los Angeles Harbor. During the war the Japanese were removed and the Caucasian workers were forced to leave soon after. The military took over the old Terminal Island School.

Major A. Mediavilla and Captain D. W. Zimmerman of the U.S. Marine Corps have both communicated with Councilman John S. Gibson's office in regard to preservation and marking of the Terminal Island Schoolhouse. The building is well preserved because of periodic exterior painting and patch jobs; the interior has been remodeled in a minor way to accommodate the Marine Corps training program for reserves, but the second story appears to be in its original condition except for some ceiling acoustic material placed over the original stucco. The wood finish and cabinet work is basic and is typical of public buildings of the late 19th century. Captain Zimmerman reports that the upper story, the original building constructed in 1897, is the oldest building extant on Terminal Island. The present lower story, which serves as a foundation for the old school, was built later.

The Marine Corps facility faces Seaside Avenue, but the front door of the old school is at the back, facing the railroad tracks. The Corps owns 6 acres here that the Los Angeles Harbor may want. The property could be fenced off at the approximate side boundaries of the present buildings and the fence brought up to Seaside Avenue. All existing sheds could be removed as well as those attached to the original school. The school with its spacious classrooms could then become a museum for Terminal Island much as the old Ferry Building in San Pedro will become a museum for that area. The Los Angeles Department of Parks and Recreation or the State Department of

Parks should assume responsibility for the school and maintain it. Parking and plantings could occupy the space between the school and Seaside Avenue. It should be nominated for inclusion in the National Register of Historic Places.

### **18. S. S. Catalina**

This ship is presently located at Berth 96, Los Angeles Harbor. It was listed in the National Register of Historic Places on September 1, 1976 and is also registered as California State Historical Landmark No. 894. The nomination form for the National Register is included in the appendix.

### **19. Site of Home of Diego Sepulveda**

This site, now in a commercial district at 761 Channel Street near the intersection of Channel and Gaffey, San Pedro, was once the home of Diego Sepulveda. It is registered as California State Historical Landmark No. 380, and a copy of the application for registration is included in the appendix.

### **20. Berth 145, Los Angeles Harbor**

The site is on the east side of West Basin and may be reached by driving south on Neptune Avenue and following the railroad spur line out to the berth.

Close to 4,200 family heads in the area belong either to the International Longshoremen's and Warehousemen's Union, Local 13, or to its Pensioners Club. Berth 145 is, for them, for the labor organizations at large, and for all students of social history, an important landmark because it symbolizes San Pedro's role in the maritime strike of 1934.

The plight of longshoremen and seamen during the 19th century is well known, and Richard Henry Dana's book *Two Years Before the Mast*, referred to earlier in this report, serves as documentary evidence of the deplorable working conditions of seamen a century before the strike. A gruesome beating Dana witnessed aboard ship took place just outside San Pedro Bay. In 1933 and 1934 seamen and cargo handlers became organized on the West Coast. They had suffered not only from conditions related to their work but also



A portion of the San Pedro crowd of 10,000 who gathered on July 5, 1959, to commemorate Bloody Thursday at Berth 145.

*Courtesy of Gordon Giblin*

from society's disapproval; they were commonly looked upon as roughnecks, misfits, and failures.

An early attempt by West Coast longshoremen to organize in 1916 failed when San Francisco businessmen formed a Law and Order Committee to protect the status quo. Robert Dollar, a San Francisco shipping magnate, declared at the time that sending ambulance loads of pickets to the hospital was the way to end the strike. Employers succeeded in ending the strike and then passed an antipicketing ordinance to prevent future "disorder". A 1919 strike ended in similar fashion and the shipowners set up their own Union of Longshoremen, commonly called the Blue Book Union. It served waterfront workers, including those in San Pedro, until 1933 when the Regional Labor Board created by the National Recovery Act specified that workingmen had a right to join a union of their own choosing. With their way cleared, most Pacific Coast dockworkers joined the International Longshoremen's Association (American Federation of Labor), and the so-called "long peace" enjoyed by the employers came to a close. The long peace had been at

labor's expense and longshoremen now sought reform in two critical areas: hiring practices and income equalization. Wage and hour improvements were secondary issues. Mike Quinn describes the old job search in the following paragraph.

To obtain work, men got up before dawn, hovered about the waterfront or trudged from dock to dock. Sometimes a man would be three or four days or a week connecting with a job. Once at work he might labor 24 to 36 hours at a stretch and there are cases on record of men who worked as long as 72 hours to a shift. The job might last one day, two days or only a few hours. Then he'd have to look for another (ref. 1).

Competition for jobs was so great that bribing straw bosses and hanging around the waterfront saloons waiting to buy hiring bosses a drink was common. Once hired, the speedup system prevailed. This meant that after a man deposited a load he had to run back to pick up

the next. The \$0.85 per hour the worker earned appeared high but in fact amounted to so little that he could hardly support himself, let alone a family. This partially explains why a preponderance of longshoremen remained single.

In February 1924, the International Longshoremen's Association on the West Coast held a meeting of the rank and file workingmen and formulated a set of demands. A delegation of workers presented these to the shipowners who responded by calling the workers communists and demanding to negotiate with paid union officials rather than the rank and file. The union compromised and sent salaried officials to negotiate. When after several weeks of desultory negotiations and Federal mediations no satisfactory settlement had been reached, the Union voted to walk out on May 9. The shipowners immediately hired private guards to aid the police and arranged to lodge strikebreakers on the docks to protect their labor supply. At Berth 145 in San Pedro, a compound was constructed on the east side of the warehouse. A Japanese freighter moored in the West Basin was used to provide food and accommodations for the strikebreakers. On May 14, 1934, the *Los Angeles Times* reported that "shipping was moving in and out of the port yesterday at a more normal pace than at any time since the beginning of the strike." The scabs or "replacement workers" were nullifying the effectiveness of the strike, which had been approved by over 90 percent of the union members. On the night of May 15, union members broke into the compound at Berth 145. Police and private guards, firing rifles and tear gas, killed two workers and seriously wounded five others. Scores of others were clubbed and many more arrested. The port was quiet on the following day. The *Los Angeles Times* blamed the violence on "sluggers and radical agitators" imported from the east.

But the killing produced a wave of resentment along the coast, and huge funeral marches of 5,000 in San Pedro and 10,000 in San Francisco took place. On July 9, the union called a general strike in San Francisco and by year's end the union was victorious. No other single year, before or since, brought such radical change for the San Pedro workingman. Hiring practices were revolutionized.

When a longshoreman is hired in San Pedro today, his initial acceptance to a "registration force" (job list) results from action taken by a Joint Labor Relations Committee of union and employer. The union has influence sufficient to ensure that work is evenly distributed and incomes are equalized. The era when finding a few hours or days work was as wearing as the job itself ended in 1934. As wages and working conditions have improved, so have the living standards of dockworkers. But more importantly, fair hiring practices enable longshoremen to live as dignified members of society.

Longshoremen on the entire West Coast to this day pay tribute on July 5th to the martyrs of "Bloody Thursday" who were shot down 25 years ago. On "Bloody Thursday" 1959, 10,000 longshoremen and their families congregated at Berth 145 for a commemoration ceremony.

The confrontation at Berth 145 made a significant contribution to the broad pattern of labor history and the site, which is in good condition, should be designated a State Historical Landmark.

## **21. Berth 158, Pier A, Oldest Wharf, Los Angeles Harbor**

This pier is on the northeast side of Slip 1 in the inner harbor. Pier A Street, which lies behind the wharves, is approximately where a shallow channel took lighters from Banning's dock in Wilmington out to San Pedro and the ships that waited in the bay. The first improvements financed by municipal bonds in the Wilmington area were made on 37 acres of submerged lands north and east of what is now Slip 1. Dredging began in 1912, and Clarence H. Matson who was present describes the opening of Pier A in August 1914:

Coincident with the opening of the Panama Canal the American-Hawaiian Company started two of its ships on the Atlantic through the Straits of Magellan so as to have them ready to load on the Pacific for the eastbound voyage through the Canal as soon as practicable after the Canal



A view southwest showing progress in the construction of the transit shed at Berths 156 to 158, Pier A, November 1913. Berth 158 was open for traffic the following year.

*City of Los Angeles Harbor Department*

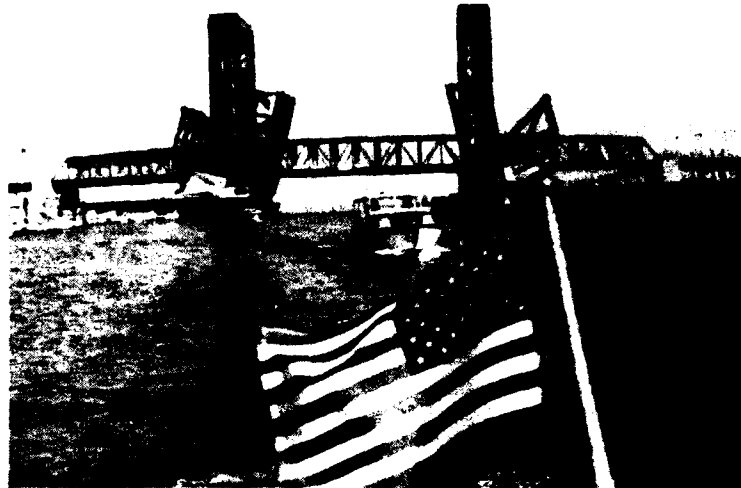
should be opened. These two ships arrived at the Wilmington pier approximately at the same time as the first ship that came through the Canal westbound, so that the company had three big vessels at Pier A at the same time. It made a magnificent opening for the former port of Wilmington that had not seen a ship at dock for twenty-five years (Matson, p. 90).

Berth 158, Pier A Wharf, is now the oldest dock in continuous use at the Los Angeles Harbor. Whether this fact creates a historical landmark is questionable. The buildings are not unique, nor are they uncommon at the harbor. Berth 158, which bears a plaque recording its historic role, is included in this report so that caution will be used if any major changes are planned in this area.

## **22. Badger Avenue Bascule Bridge (also called the Henry Ford Bridge)**

This bridge is at the boundary of Los Angeles and Long Beach and crosses the Cerritos Channel from the north side of Terminal Island to the mainland. It parallels Long Beach's Heim Bridge at the foot of Henry Ford Avenue. This moveable steel bridge began operation in 1924 to serve vehicular, foot, and rail traffic to Terminal Island.

The bascule or counterweight construction finds its origin in the medieval drawbridges used to carry military traffic over waterways. A few counterweight bridges were constructed in Europe during the 19th century, but the art remained undeveloped until the 1890's when a much improved model with trunnions and roller bearings appeared. Good examples of this were the Scherzer rolling bascule in Chicago and the tower bridge of



Badger Avenue Bascule Bridge

London. They were built about the same time and are considered forerunners of the modern bascule. The bascule developed quickly due to the several advantages it offered: rapid operation; safety to land traffic because the open leaf acts as a barricade; fewer collisions with channel or river traffic; and relative economy of operation. Two drawbridges built in the Los Angeles Harbor district and one in the Long Beach Harbor district were bascules, but only the Badger Avenue Bascule Bridge remains.

The first of the Los Angeles bridges was the Strauss Bridge. During the late 19th century, the Southern Pacific Railroad and Pacific Electric interurban line reached San Pedro by means of deep-pile trestles built over the tidelands where the West Basin lies today. When harbor lines were drawn in 1907, it became obvious that the trestles would have to be removed if ships were to pass from the Main Channel and turning basin to the West Basin. In 1907 these plans were still on paper and to look at the mudflats and imagine channels and slips 30 feet deep with solid wharves at their sides seemed incredible to many local people who had never seen a large-scale manmade harbor. Tideland trestles lay in the way of inner harbor development in San Pedro and Long Beach, and developers had to seek Federal authority in

both cases before they succeeded in having them removed. Access to the West Basin was finally granted when the Secretary of War ordered the construction of a bascule bridge over the entrance to the West Basin, July 22, 1911. The impressive new single-leaf bascule bridge is described in *Interurbans*.

It was 187 feet long and afforded a clear channel of 185 feet for ships. It was of the type known as a "Strauss" trunnion, and lifted on a pin or hinge. Electric motors lifted the ponderous span in fifty seconds, and a latch also operated by a motor held it in position when down. The King Bridge Co. of Cleveland built the superstructure, which was installed by the SP's Engineering Dept....The new bridge was sufficiently wide to accommodate two tracks (ref. 1).

This was one of the largest single-span drawbridges constructed up to that time. In 1955 the Strauss Bridge, as it was called, was damaged permanently by a veering ship, declared unsafe, and removed. Rail traffic was rerouted around the West Basin.

In 1923 the Port of Los Angeles, to meet the fast growing needs of traffic between the mainland and the north side of Terminal Island, signed a contract with the American Bridge Company for the Badger Avenue Bascule Bridge. It was completed the following year for approximately \$980,000. Also of Strauss design, this bridge had two leaves of 110 feet, thus providing a 220-foot clear opening. The engineering study included in the 1924 Annual Report of the Los Angeles Harbor Department claimed that the bridge was the heaviest and largest structure of its kind ever built. Motor rooms were constructed on either side of the channel, and each contained two 67-horsepower electric motors to power the individual leaves. Each motor was connected to a long shaft with a differential gear, and this in turn with a pinion on each end. The pinion was connected to the rack of the bridge. The 2,380-ton bridge was constructed with the aid of counterbalance weights. The essential contribution of the small motors was to initiate the action and to contribute minimal power as the bridge went up. The bridge leaves locked together in the center by means of lock motors and hooks, lining the bridge up perfectly for the railroads. All controls were separate so that the leaves could operate like two separate bridges. For safety, however, both sides have always been raised together because they provide a barricade against traffic attempting to come onto the bridge.

The Badger Avenue Bridge now carries cars of the Union Pacific Railway and the Harbor Belt Line on its two railroad tracks and also accommodates a highway and a walkway. It takes about 4 minutes to raise and lower the bridge; as many as 50 openings have been logged during an 8-hour shift.

In 1947 general subsidence in the area dropped the bridge nearly 8 feet, causing the metal portions of the bridge to bind when the temperature exceeded 72 degrees, and the metal framework expanded. In 1951 the Eichleay Corporation of Santa Clara jacked the bridge up 7 feet at a cost of close to half a million dollars. By 1957 the bridge had sunk some 7 feet again, binding had occurred and the bridge had to be raised. Before the subsidence hot weather had not hampered

bridge operations. The bridge is presently in excellent operating condition and accommodates land and water traffic on weekdays. During the weekends the bridge remains raised.

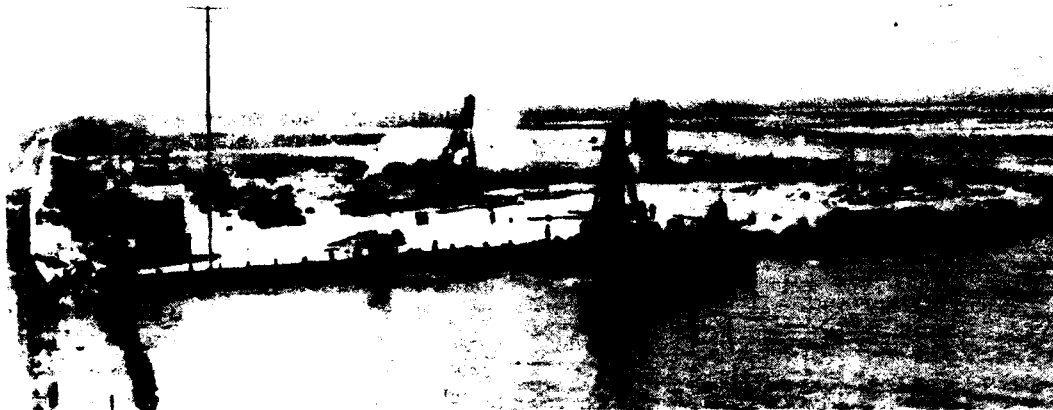
The fact that this bridge carries the only railway lines to Terminal Island is one explanation for its still being in use. Mr. Harold Menzel who has operated the bridge for the past 18 years claims that it is the only double-leaf bascule still in operation in the United States. One single-leaf bascule is in use in Victoria, British Columbia, and a few others are in use in the New Orleans area. The latter, however, are worn out and poorly maintained.

The rarity of the Badger Avenue Bascule Bridge is attested to by the fact that it is the only one that motion picture producers use and they use it frequently. Because the Commodore Heim Bridge adjacent to it carries a large part of the road traffic and connects with the Terminal Island Freeway, the Harbor Department may one day consider replacing the bascule bridge with a causeway or some other mode of crossing for the railroads. If this should come about, dismantling of the bridge should not be taken lightly. The brief history included here demonstrates that the zenith of bascule bridge building is past and that most, like the Strauss, have been destroyed. The significance of design to historic bridge architecture suggests that further research should be undertaken to determine the real value of this bridge and its potential. In the interim, it should be registered as a National Landmark and protected in every way from alteration or removal.

### **23. Southern California Edison Company Complex on Terminal Island**

The Southern California Edison Company Long Beach steam power plant complex is located on a 43-acre tract adjacent to the Salt Lake (Union Pacific) Railroad at the east end of Terminal Island, 2665 West Seaside Boulevard.

Edison brought the first large industry to Long Beach Harbor when it commenced construction in September 1910. Ford Motor Company purchased land for its assembly plant on Badger Avenue in 1926, and Procter



Edison Plant No. 1 required thousands of pilings sunk for a foundation before work on the smokestack and intake could begin. (1910)

*Southern California Edison Company*

and Gamble acquired their site in 1929. The next large plant, Spencer Kellogg and Sons, vegetable oil refiners, did not come to Terminal Island until 1937. Thus, the Edison plant was the only large structure on the landscape for 15 to 20 years.

Because of the large increase in system demand in 1910, the Southern California Edison Company purchased a large plot of land in Long Beach Harbor upon which to construct an oil-fired steam electric generating station. This was the first large nonmarine industry to locate in the then developing Long Beach Harbor. Construction commenced in August 1910. The sand fill was consolidated by pounding thousands of creosoted piles into the marshy soil. At the same time, construction began on the first concrete smokestack. By May 1911, construction of the first plant was well advanced, and a transformer house, turbine house, and boiler house were already completed.

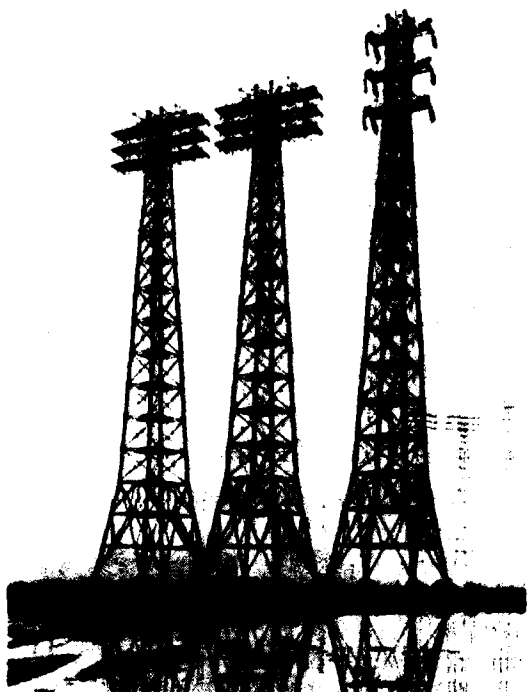
Unit No. 1, a 12-megawatt (MW) vertical steam turbine, went into service late in 1912; Unit No. 2, a 15-MW vertical turbine, went into service in 1913; and Unit No. 3, a 20-MW unit and the last planned in the original construction, went into service in 1914.

As part of the original construction, in 1912, two 250-foot-high lattice steel towers were constructed on either side of the Cerritos Channel to carry the 66,000-volt high tension lines from the plant to feed into the Edison system. Built high to clear the masts of sailing ships, they were the tallest steel towers in use in the electric industry during that era, and they remain in use today.

This original structure, later called Plant No. 1, was the first modern high-pressure steam-turbine-operated electric generating station in southern California. The station, which served a number of harbor-area industries including the famous Craig Shipbuilding Works across the channel, was the major generating resource on the Edison system until 1917.

In 1917, the Edison Company purchased Henry E. Huntington's Pacific Light and Power Corporation, inheriting that company's responsibility to provide the energy to operate the local and interurban electric railway systems in southern California. This tremendous energy demand, augmented by the great increase in population in southern California in the post World War I era, taxed the resources of the Edison system and led to the





High tension towers across the Cerritos Channel. Original 1912 towers to left, 1924 tower at right.

*Southern California Edison Company*

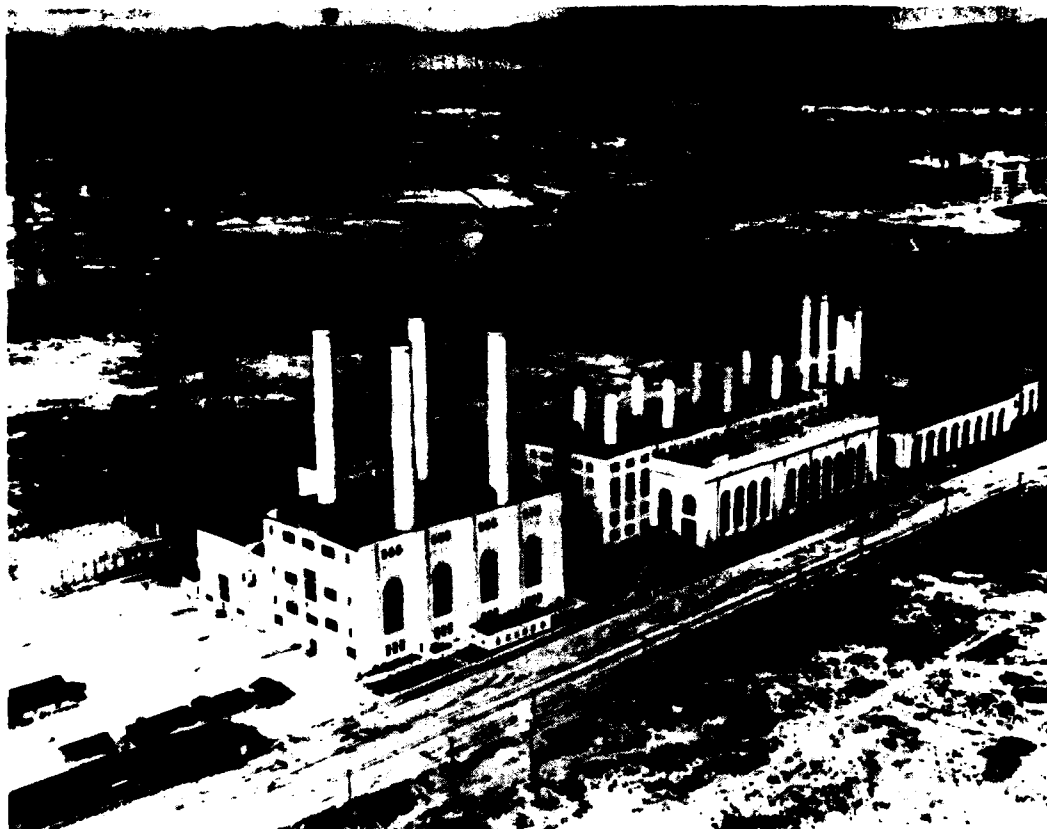
construction of a large number of hydroelectric generating stations in the Sierra Nevada Mountains.

Unfortunately, the winter of 1923-24 brought no rain to California, and in fact, was the driest winter in State history; no rain fell anywhere for 18 months. At that time, Edison, in common with the other major utilities in the State, derived most of its electric generation from water power plants, and the prolonged drought severely reduced the utilities' ability to meet the demand for electricity. To alleviate the power shortage, Edison began constructing a new plant, to be known as Plant No. 2, on the Long Beach site. This facility, planned and constructed in just under 10 months, holds the world's record for the fastest construction of a modern high-pressure steam-electric generating station.

Late in the 1920's, the still rapidly increasing business of the Edison Company prompted construction of yet another plant, Plant No. 3, at Long Beach. This facility, construction of which began in 1927, is the only plant in the complex surviving today in its original form. Plant No. 3 was planned to be the largest generating station in the world, incorporating a series of 100-MW horizontal turbines of the most modern high-pressure high-superheat design. Seven units were planned, but only the first two units were installed because of the decrease in business caused by the depression. In fact, the existing west wall of Plant No. 3, where the anticipated extension was never completed, is still covered with temporary steel plating instead of concrete.

Due to the extraction of oil from under the harbor area, land subsidence commenced in 1944 and lasted into the early 1950's. The worst sinking occurred at the east end of Terminal Island, where, under the steam plant, the island sank 33 feet. Although the subsidence was potentially destructive to the finely balanced turbines in the generating station, no problem was encountered, and the plant continued to generate electricity throughout the period of subsidence. Each building in the complex sank independently, but few cracks were noted. At no time was the plant shut down for subsidence repair, although tremendous dikes had to be built around the end of the island along Cerritos Channel, and the intake and outfall piping had to be replaced.

Due to its early history of providing electricity to operate street railways, Edison and its predecessor companies developed in the 1890's as the only large 50-cycle alternating current electric system in the United States. By the end of World War II this incompatibility with the rest of the nation forced Edison to undertake an extensive frequency change project. Three years and \$47 million were spent converting every piece of rotating machinery and all customer motors and equipment in the Edison system, including all the generators in Plants No. 2 and No. 3 at Long Beach, from 50-cycle operation to the national standard of 60 cycles. Plant No. 1, which was already obsolete, was razed. In addition, two new units



Edison's Long Beach steam plant at its greatest size, 1939. Forest of oil derricks line the horizon.

*Southern California Edison Company*

(7R and 8R) were installed in Plant No. 2 to replace original units 7 and 8 appropriated by the Treasury Department during the war and sent to Russia to assist in their war effort.

In the early 1970's, Plant No. 2 was thoroughly rebuilt to incorporate new combined-cycle technology, including the use of gas turbines and waste heat recovery boilers to augment the original turbo-generators in the plant. Last operated for system load in July 1973, Plant No. 3, retained by Edison as a 48-hour cold standby plant, is the oldest steam generating station retained for service anywhere in California.

The more than 50-year history of this power plant complex incorporates all of the steam-electric generating technology that the utility industry has employed during that period of time. For this reason, it is recommended that the Southern California Edison Company Long Beach Steam Plant be placed on the National Register of Historic Places.

#### **24. Hughes Flying Boat H-K 1 and Drydock-Hangar**

These resources are located on the east side of Pier E between Berths 120 and 121 at the Long Beach Harbor. According to Rear Admiral Carl Seiberlich, who inspected the H-K

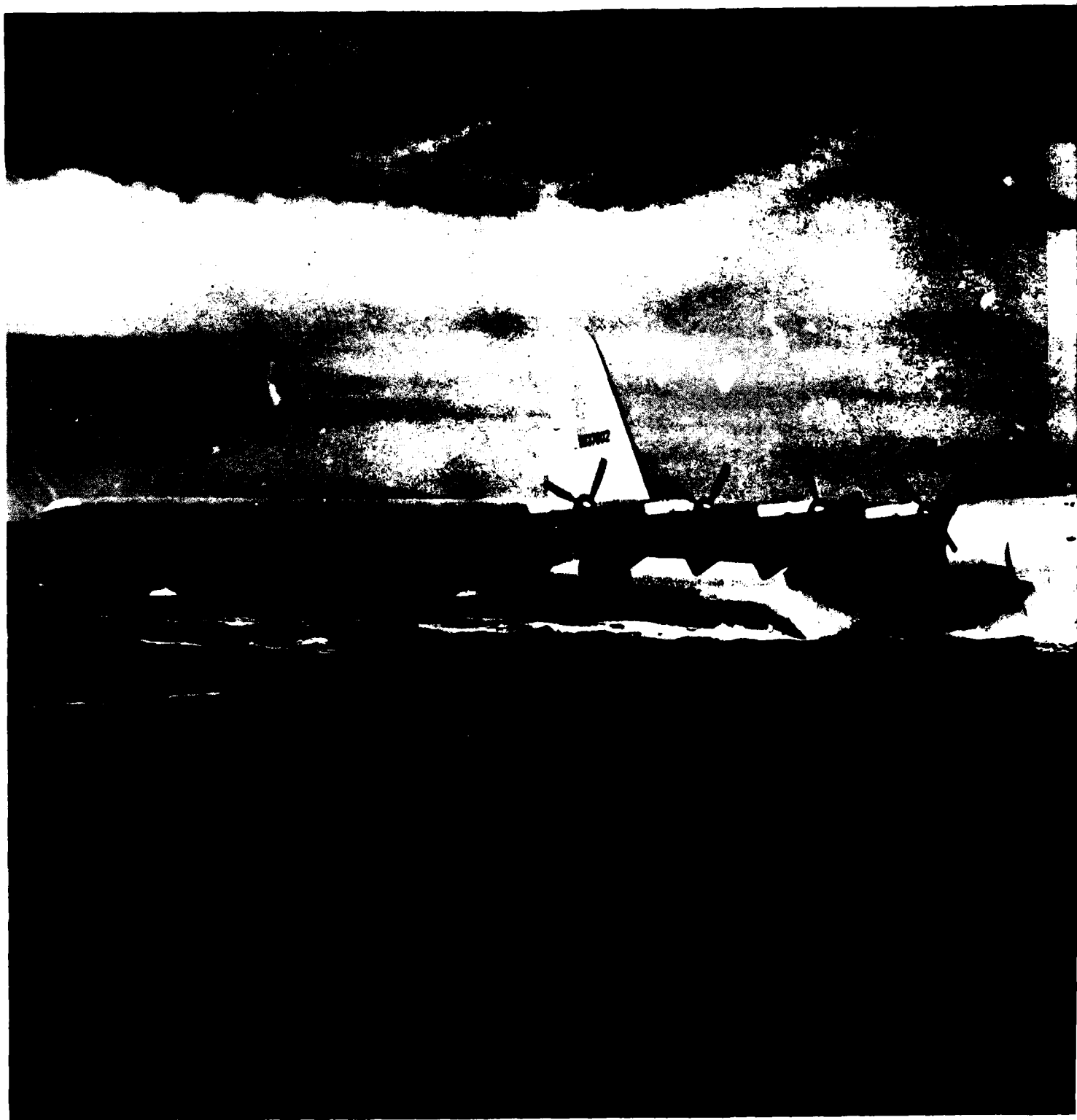
1 on November 19, 1976, the plane is in remarkable condition and as good as the day that Howard Hughes flew it, November 2, 1947. After that flight the plane was taxied to the drydock and a hangar was built over it. In the 1950's the hangar flooded and the present structure replaced it.

The H-K 1 was the largest airplane ever to have flown in 1947. The specifications were:

Wing span	320 feet
Wing root chord	51 feet, 9-3/4 inches
Wing tip chord	19 feet, 7-3/4 inches
Maximum wing thickness	11 feet, 6 inches
Wing area	11,430 square feet
Length overall	218 feet, 6-1/4 inches
Height overall	79 feet, 3-3/8 inches
Hull width	25 feet
Hull height	30 feet
Tail span	113 feet
Horizontal stabilizer area	2,610 square feet
Fin chord	53 feet
Fin area	1,899 square feet
Gross weight	300,000 pounds
Pay load	130,000 pounds
Fuel capacity	14,000 gallons
Power	24,000 horsepower
High speed (estimated)	218 miles per hour
Cruising speed (estimated)	175 miles per hour
Landing speed (estimated)	78 miles per hour
Range	3,500 miles
Engines (8)	Pratt & Whitney R-4360 2800 cylinder. 3,000 horsepower
Propellers	17-foot, 2-inch diameter The four inboard propellers are reversible.



The H-K Flying Boat  
afloat and ready for tests.





The H-K Flying Boat seconds before take off.

Northrop University Library

2



Hughes at controls.

Fitted as a hospital ship it would carry 350 litter patients and medical crew (Hatfield, p.5).

The H-K 1 was the outgrowth of a contract between the War Production Board and the Kaiser-Hughes Corporation issued on November 16, 1942. The contract, which was for three massive troop transport flying boats to be built of wood, was negotiated during World War II at a time when enemy submarines were sinking U.S. ships that were taking men and cargo to the battle areas. By 1944, the United States was winning the war and had

minimized the Nazi U-Boat threat. Kaiser resigned from the corporation and Hughes completed the pilot model at his own expense. Costs of production were unprecedented. The wooden building at the Hughes factory where the parts were assembled was so large that it covered 8 acres. The plane's wings were 11 feet, 6 inches thick and made entirely of wood except for the motor mounts and fittings. The bonded plywood covering the hull and the birch formers and stringers within it are good examples of the unique design and perfect workmanship displayed throughout the construction.

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A site at Terminal Island was carefully prepared for assembly of the huge craft so that the hull could be placed below sea level and the wings then attached. Moving the huge assemblies from Culver City to Terminal Island was of such historic importance that schools along the route of travel brought the children out to see the sections of the plane pass by. Power and telephone lines along the way had to be cut and respliced by workmen who rode on top of the wings and other high assemblages. A specially built pontoon bridge provided the last segment of the route over to Terminal Island. There, on the site especially prepared for assembly, the parts were laid out. The 92-foot-high fin was impressive, and all final assembly took place out in the open. Once assembled, the dirt in front of the drydock was removed, water rushed in, and the plane was afloat. Only taxi and flight tests remained. Meanwhile Hughes had other problems.

The Hughes Tool Company was awarded close to \$60 million in warplane contracts, and in the summer of 1947 Senator Samuel Brewster, Chairman of the Senate Investigating Committee, attempted to discredit the then Democratic administration by claiming that persons close to the administration had taken bribes from the Hughes Tool Company. After 5 days of testimony Howard Hughes abruptly left his California office, walked out to his plane, and flew to Washington. There he impressed the Committee and audience with his intellect, independence, and honesty. He placed Brewster on the defensive when he revealed that Brewster had come to Hollywood and said that the hearing would be called off if Hughes, who then owned Trans World Airlines (TWA), would agree to a merger of TWA and Pan American Airways so as to form an airline similar to Air France or Lufthansa. Towards the close of the hearings, Brewster charged that the H-K 1 lumberyard would never fly. Hughes replied that he would leave the country if it did not and further disclosed that he had spent \$7,200,000 of his own money on it. Hughes-for-President Clubs sprang up around the country while Brewster lost his bid for reelection to the Senate.

On November 2, 1947, the Flying Boat left its moorings and Howard Hughes gave it long taxi tests. A recorded radio broadcast made aboard the plane during the historic test discloses that James McNamara asked, "Howard, what speed would you have to attain to be airborne?" Hughes replied, "The ship could be easily airborne at 90 miles an hour, but as I say, I don't intend to do that for several months because so much equipment is here that I want to check out very carefully before I have the airplane in the air." Less than 10 minutes later he lifted the ship and the unchecked equipment into the air. Hughes later said, when asked, that Brewster's charge had no influence upon his decision to fly. He flew for a distance of about 1 mile and the plane reached an altitude of 85 feet even with its load of 2,000 gallons of gasoline. It was assumed that the plane was completely airworthy.

Since that flight the plane has been lodged in an atmosphere-controlled, form-fitted complex of corrugated steel structures without hangar doors. After the war, the plane became the property of the Reconstruction Finance Corporation, and after its dissolution in 1957, the property of the General Services Administration.

Since 1961 the Hughes Tool Company (now SUMMA Corporation) has leased the plane from the Government for \$800 a month and maintained it at SUMMA expense at Pier E in the Long Beach Harbor. Rent for the 7.2-acre site rose from \$24,000 a year to \$36,000 a year in 1966 and to \$100,000 a year in 1972. Long Beach notified SUMMA in 1972 that it needed the space to make way for a deepwater tanker terminal.

In 1975 an agreement was drawn up between SUMMA and the Smithsonian Institute whereby the flying boat would be dismantled and eight aviation museums nationwide would get a part of it. Appeals from the Save Aviation History Association, the National Inventors Foundation, the Institution of Human Engineering Sciences, the Los Angeles City Council, petitions, and letters from private citizens saved the famous aircraft from destruction. When the Navy inspected the plane in November 1976, it looked as if the Navy was interested in flying it. However, these

negotiations have come to an end, and SUMMA may renegotiate with museums or come to some other decisions.

Structures associated with the lives of persons significant in our past are regarded as historical resources. "The Spruce Goose," the only Hughes-designed plane we have today with the exception of the H-1 at the Smithsonian Institute, was the greatest engineering challenge he dealt with. Hughes was a man who had no formal engineering training, yet emerged a superb engineer. He respected engineers and listened to them, but the decisions were always his.

His genius was apparent in 1930 when he produced "Hell's Angels" and introduced to the industry an entirely new use of aviation in filming. Two years later he was flying a P-12 Boeing fighter plane as his private plane, and in 1936 he broke a speed record from Burbank, California, to New York. In 1937 he designed his own racer, the H-1, and broke the record he had set the year before. The following year he flew around the world in 3 days, 19 hours, and 14 minutes and set another record. Hughes continued to design, build, and test his own high-speed planes. His XF-11 photo reconnaissance aircraft, with many innovations including a pressurized cockpit and contra-rotating props, crashed when Hughes was testing it and one of the propellers accidentally reversed. He was nearly killed in this, his fourth crash; still, the next year he completed and piloted the Flying Boat. All of his other originally designed planes have been destroyed.

Although the Flying Boat may be moved in the future, as may the SS *Catalina* — the nationally registered historical resource docked in the Los Angeles Harbor, the Flying Boat should receive proper recognition at this time. The importance of this plane and its designer to aviation history, as demonstrated by the struggle to save the H-K 1 in 1975, is sufficient reason to nominate it for the National Register of Historic Places even though its contribution lies within the last 50 years. The site where it has been lodged for 30 years should also be marked. The drydock hangar site should be registered as a California State Historical Landmark.

## **25. Craig Shipbuilding Company, Long Beach**

This site is located at 1601 Water Street on the southeast side of Channel 3 extending southwest from marked Slip 4 to the Signal Oil and Gas Company yards.

Between 1880 and 1900 the United States became an advanced industrialized nation capable of trading its excess manufactured goods and building its own capital goods (e.g., steel ships). On February 27, 1907, John F. Craig signed a contract with the Los Angeles Dock and Terminal Company securing for his Toledo, Ohio, steel shipbuilding firm 43 acres of the Long Beach inner harbor on a then meandering stream. The acreage on a present-day map is between Channel No. 3 and Water Street. Craig was a second-generation shipbuilder, his father having begun the shipbuilding business in Trenton, Michigan. The elder Craig later moved to Toledo, Ohio, where he spent 18 years building ships of up to 550 feet. Seeking a larger water frontage, a longer building season, and a healthier climate, Craig visited San Diego and other California coastal cities. He decided upon Long Beach Harbor, citing the energetic up-to-date men of affairs who would make it grow to be famous (ref. 1).

Craig brought to Long Beach the first steel shipbuilding plant south of San Francisco. Reflecting the entrepreneurship of the age, he put his 26 foremen and their families aboard a train headed west, spent \$250,000 of his own money on machinery during the first year, and put up brick and concrete machine shops. When building commenced, a foundry was lit up every Thursday night so that sheets of steel could be rolled for use during the coming week (ref. 2).

On November 15, 1908, a Los Angeles newspaper read:

The launching yesterday afternoon of an \$85,000 electric dredger from the dry docks of the Craig Shipbuilding Company into the Long Beach inner harbor was a most spectacular sight, and an event of moment in the industrial





A permanent Salt Lake Railway trestle connecting Long Beach to Rattlesnake Island blocked access to the Long Beach Inner Harbor and blocked Craig Shipyard access to the outer harbor. The railroad built a 180-foot bascule bridge in 1908 to replace the obstructive trestle.

*U.S. Army Corps of Engineers, Los Angeles District*

development of Southern California. It was the initial product of a manufacturing plant that promises to give fame to the entire Pacific Coast...

Hundreds of people witnessed the lightning-like descent of the boat, and when it struck the water there was a burst of deafening applause which lasted for several minutes and resounded through the valley from Point Fermin to Signal Hill (ref. 3).

Common to Great Lakes practices, the ship was constructed on a level building berth 10 to 15 feet under water; thus all measurements could be plumbed. Launching was consequently sideways and unique to the coastal viewer. The new dredger, built for the Western Marine and Construction Company, was used to excavate the three channels of the Long Beach Harbor. Built for harbor work, Craig's first ship "built entirely of steel and as strong and durable as a war vessel" (ref. 4) operated under a contract with the Los Angeles Dock and Terminal Company. Western Marine used the new dredger and one other craft to remove 5 million cubic yards of dirt, thereby deepening channels and creating 6 miles of water frontage. The second launching was also of a dredger and thus Craig Shipbuilding became a part of the pioneer team that created

one of the largest manmade harbors in the world (ref. 5).

Craig Shipbuilding's first year of work was slowed by a span of the Salt Lake Railroad (from mainland to Terminal Island) that blocked the ocean entrance to its wharf. Finally, Long Beach citizens filed a formal protest with Captain Amos A. Fries, U.S. Army Corps of Engineers, to force completion of a drawbridge that would allow the shipyard to operate without more delays. A rise in the number of applications for inner harbor use occurred after the signing of the Craig contract in 1907, and a second surge of interest followed the first launching (ref. 6). On January 17, 1911, Craig's recently launched *General Hubbard*, 256 feet long and 42 feet wide and the first steel steamship built on the southern California coast, passed through the newly dredged ocean entrance of the Long Beach Harbor, the first ship to do so (ref. 7).

Craig built the first floating drydock south of San Francisco in 1912, and it is still in use at this writing. A tank tower high enough to be cited as a landmark for entrance to the Long Beach Harbor on U.S. Geodetic Survey maps of the period was constructed in 1917 (ref. 8). Because of continuous investment in his plant and good management by his sons, the Craig Shipyard is the oldest active drydock on the Pacific coast. The Craigs sold it in 1968 to the California Shipbuilding and Dry Dock Company.



Craig Shipyard drydock.

The Site in 1977: Severe subsidence forced Craig Shipbuilding to remove most of the original buildings. A two-story office building at the Water Street entrance, the oldest original building on the premises, was moved onto the yard from an unknown site in Long Beach in 1908. The building's design and construction are typical of the turn of the century. The old machine shop still stands as does the high water tower built in 1917. The floating drydock finished in 1912 lies directly before the Water Street entrance. Destined to be towed up the channel to make way for a new concrete dock in the coming year, this drydock is by far the most picturesque of the remaining structures. Its design and its history make it a useful resource. A more practical choice for a plaque is the old office building. This site should be considered for a California State Historical Landmark. Because a thorough investigation of all the old yards was not possible during this study, an early search should be conducted at the other shipyards to determine if there are any cultural resources extant.



Craig Shipyard office.

## 26. Loeff Carousel

The Loeff Carousel, currently in the Long Beach Pike amusement park, may be the oldest ride in California. In addition, it is a fine example of the craftsmanship that has made its creator, Charles Loeff, and his carousels famous.

Charles Loeff and his family migrated to California in 1910 and took up residence in a cupola-crested building on the grounds of the Long Beach Pike. During the following year, Loeff reconstructed his carousel, placing it on the first floor of the building then inhabited by his family. This carousel was equipped with a high-quality, German-made organ purchased in 1906 and shipped to Long Beach when the family moved. Shortly thereafter, Loeff opened another workshop in the downtown Long Beach area. Unlike his New York shop, however, this shop produced only 10 carousels.

In 1876 Charles Loeff began to operate the first carousel ever established at Coney Island in New York. He had carved its horses himself and personally constructed the rest of the carousel. With the success of this initial effort, Loeff established a workshop in New York City, employed several woodcarvers, and turned out over 100 carousels between 1876 and 1910. Among the carousels constructed in New York was the one originally located in Long Beach.

From 1911 to 1943, the Loeff family owned and operated the carousel and the amusement park that surrounded it. When Charles Loeff died in 1918, his son Arthur assumed management of the park. It was then sold to the Long Beach Amusement Park Company.

In 1932 the carousel was moved to a point east of its original location on the first floor of the cupola building, which is still identified by the neon letters LOEFF's stretching across its top. Eleven years later, on July 14, 1943, the carousel was destroyed in a fire. It was, however, immediately rebuilt. The horses were replaced with others Loeff had carved in his Long Beach shop, and the organ was replaced with a duplicate purchased at the same time as the original and stored since 1911. Thus, most of the carousel's parts are Loeff originals although the carousel is in poor repair today.



THE HAND-CARVED WOODEN HORSES ON THIS CAROUSEL ARE PERFECT IN EVERY DETAIL, EVEN TO THE SHOE NAILS. ONE OF THE FEW REMAINING IN THE UNITED STATES, THIS MACHINE FOLLOWS THE TRADITION ESTABLISHED CENTURIES AGO IN PERSIA WHEN CARROUSELS WERE USED AS COMBAT TRAINING DEVICES FOR YOUNG NOBLEMEN. THIS EXPLAINS THE ELEGANT JEWELLED TRAPPINGS AND THE SPIRITED ATTITUDE OF THE ANIMALS. THE "GOLD RING" WAS USED AS A TARGET FOR THE YOUNG WARRIORS' LANCE AS HE WAS PUSHED AROUND BY SLAVES. THE EUROPEANS ADOPTED THIS TRAINING METHOD USING WHEELS TO ROTATE THE DEVICE. LATER, MERRY GO' ROUNDS WERE ROTATED BY MEN, ANIMALS, GAS ENGINES AND NOW ELECTRICITY. THE MUSIC IS PROVIDED BY ONE OF TWO REMAINING AUTHENTIC AIR-OPERATED HIPPODROMES. ALL WORN OUT PARTS MUST BE MADE BY HAND. OVER SIXTY YEARS OLD THIS IS TRULY A RARE ANTIQUE.

The carousel manufacturing business died during the depression of the 1930's. As the industry died, so did the art of horse carving of which Loeff was a master. Among collectors and those craftsmen who restore carousel horses, Loeff creations are greatly admired for their grace, beauty, and superior workmanship. The carousel is the oldest remaining ride on the Pike, and both the carousel and the Loeff home should be given further study in relation to the era when Long Beach was primarily a well-known resort. Marking should be at the State level.

Looff Carousel.



## **27. Old Whaling Station at Portuguese Bend**

Portuguese Bend in the Palos Verdes Estates is about 2-1/2 miles east of Point San Vicente. The site is peripheral to the Los Angeles Harbor. It is registered as California State Historical Landmark No. 381; a copy of the application for registration is included in the appendix.

## **28. Drum Barracks: Officers' Quarters and Powder Magazine**

Drum Barracks in Wilmington is the only Civil War landmark in California. From 1862 to 1866 the original complex of more than 20 buildings was the focal point for men and materials destined for all parts of the Southwest. Today only two structures remain. One of originally three officers' quarters stands at 1053 Cary Avenue and is known simply as "Drum Barracks." The powder magazine stands on its original location not far from the remaining officers' quarters, but it has for many years been enclosed within a wood-frame house that hides it from public view. The house is on the corner of Opp Street and Eubank Avenue.

Camp Drum initially served as the base for the California volunteers. After the volunteer "California Column" left for Arizona and New Mexico to hold these territories for the Union, the post became the rendezvous for recruits destined for Arizona and a depot from which supplies were sent throughout the Southwest. One of the first telegraph lines in this part of the country linked Drum Barracks with other Federal fortifications. The post also served as a base of operations against Indians in the Southwest. During 1862 and 1863 the famous Army Camel Corps carried freight between Fort Tejon, Los Angeles, and Drum Barracks.

Less colorful, perhaps, but far more significant, the presence of Federal troops at Drum Barracks served as a warning to the strong secessionist sympathy in southern California that might otherwise have menaced the Union cause. During the war the number of soldiers stationed at Camp Drum, named for Adjutant-General Richard Coulter Drum, head of the Department of the West, varied from 2,000 to 7,000. Among the notable officers who

served here were Generals Philip Henry Sheridan (who later remarked, "The only good Indians I ever saw were dead"), Winfield Scott Hancock, George Stoneman, and Phineas Banning, and Colonel Cave J. Coats.

In May of 1859, 2 years before Civil War hostilities erupted, Lieutenant Winfield Scott Hancock came from Fort Tejon to Los Angeles to acquire land upon which to construct a post for the Army Quartermaster's Department of the Southwest. For a consideration of \$1.00, Phineas Banning and Benjamin David Wilson donated 60 acres of land. Banning's generosity was more than repaid, because the Government awarded him all the construction contracts for the fort and even paid him to build a flume to bring water from the San Gabriel River 8 miles distant. Construction of the post lasted from 1860 until 1862; the officers' quarters buildings were the last to be completed. The headquarters site, which covered about 30 acres, included the quarters of the commanding officer, two additional officers' quarters, an adjutant's office, five soldiers' barracks, bakery, granary, hay barn, blacksmith and wheelright shops, two corrals, hospital, four laundry buildings, guard house, and powder magazine. Depot buildings for commissary and quartermaster stores occupied about 7 acres near Banning's landing at Wilmington.

With the triumph of Union forces, Drum Barracks, which had contributed much to the economic and social life of the region, was no longer necessary to Army operations. The decision to abandon the post in the spring of 1866 proved a severe economic setback for the town of Wilmington, whose importance and prosperity were dependent upon the military presence. The more than a score of buildings were sold at auction in 1873 for less than \$10,000. Wilson and Banning each acquired one of the officers' quarters in addition to several other structures. Some were removed and others were destroyed by fire. Banning razed several buildings to salvage their materials and moved others to a location near his docks. Fortunately, the powder magazine was not demolished and the officers' quarters that stands today on Cary Street was carefully preserved. About 10 acres of former Drum

Barracks land were donated by Wilson to the Methodist Episcopal Church to establish a college. Hardship caused by drought and flood forced the church to cancel its educational plans, and the property was sold for \$800.

During the Army's presence at Fort Drum, the large two-story colonial-style officers' quarters presented an attractive and dignified appearance. The front section of the 16-room wood-framed structure was large and rectangular, with two rear wings extending parallel with the sides of the building. Inside were a high-ceilinged central hall, a stairway with polished mahogany balustrade, four marble fireplaces with U.S. eagles on the mantels and andirons, and chandeliers in many of the downstairs rooms. An entrance-way porch and second-story balcony stood at the front and rear of the building and numerous multipaned windows were flanked by exterior wooden shutters. Roof shingles were originally of split cyprus. Amazingly, this handsome well-built edifice was one of the first prefabricated structures ever assembled on the Pacific Coast. All its lumber, hardware, marble, and bricks were shipped around Cape Horn from the Portsmouth Navy Yard in New Hampshire.

In the 20th century, Thomas Keaveney preserved the officers' quarters by converting the structure into a charming residence. The Native Daughters of the Golden West placed a plaque commemorating the Drum Barracks in 1927, and it subsequently became State Historical Landmark No. 189. The Los Angeles Cultural Heritage Board designated Drum Barracks as Historic-Cultural Monument No. 21 in 1963. Two years later the site was recorded by the American Institute of Architects' Historic American Building Survey in the Library of Congress, and in 1971 the site was placed on the National Register of Historic Places.

Notwithstanding widespread recognition as a historical monument of major significance, Drum Barracks officers' quarters was marked for demolition in February 1965. Protest by the Cultural Heritage Board gained time for the Society for the Preservation of Drum Barracks to organize and raise money to purchase the building. In 1968 the society sold the officers' quarters to the Los Angeles Department of

Parks and Recreation for \$30,000. Later that year the Department relinquished the property to the State and was reimbursed the \$30,000 purchase price. The State allocated \$95,000 to acquire the adjacent property, restore the officers' quarters, and develop the site as a State Historical Park Civil War Museum. Unfortunately, only about \$20,000 of the allocated \$95,000 has been spent during the last decade; the adjacent house lots have not been purchased, and prospects of a park-museum seem remote and discouraging.

Leaking water pipes severely undermined the brick foundation and cracked the interior plaster. The bricks from the foundation, fireplaces, and chimneys have been removed and neatly stacked outside, but there are no plans to incorporate them into the eventual restoration. Future plans call for dummy fireplaces and chimneys. A new foundation has been constructed, and the interior plaster has been replaced with drywall. Large timber supports are now securely bolted within the old walls, but this new structural solidity is not apparent to the casual observer. Most of the windows are either broken or boarded up with plywood, though there is enough of the original glass to fill the panes of the most conspicuous and important windows. The rear porch and balcony have either fallen off or been dismantled.

The existence of Drum Barracks powder magazine is not widely known because it has long become incorporated into the structure of a residential dwelling. In recent years this house has been rented to a Spanish-speaking family or families, most of whose members do not communicate in English. Very few historically minded individuals have actually seen the powder magazine. The wood-frame house that conceals it from public view appears to have been constructed in the 1920's or before. Because the powder magazine's stone and brick walls were about 3 feet thick and have been protected from the elements since the construction of the surrounding house, the structure is in excellent condition and in no danger of collapsing.

Many years ago, according to Vincent Manchester, resident caretaker of the officers' quarters, the stone blocks that encased the

interior of the powder magazine were removed. A woman who supposedly lived in the house next door on Eubank Avenue told Manchester that the blocks were taken out to make room for refrigeration and meat storage. The old stone blocks were piled in the front yard near the street, where the woman remembers playing on them as a child until they were eventually removed. According to Manchester, the State Legislature once allocated \$18,000 to acquire the property but the money was never spent.

Considering the historical significance of Drum Barracks officers' quarters and powder magazine as the sole surviving landmarks commemorating California's participation in the Civil War, they should be carefully preserved. The primary danger to the officers' quarters is from vandals or arsonists; an interior sprinkling system should be installed as soon as possible. The powder magazine is obviously fireproof, but it too faces the danger of destruction. Its sturdy walls are insufficient protection against the bulldozer of the property owner or developer who may wish to convert the historic site to more lucrative use. Fortunately, the chance of this occurring in the immediate future appears small. Nearby oil wells, commercial and industrial businesses, and the generally low-income housing of the neighborhood indicate that "progress" is unlikely for the moment. The house of which the powder magazine is now a part presents a dilapidated exterior appearance; inside, however, it is surprisingly pleasant, with unusually high ceilings which were built to conform to the height of the powder magazine.

The property upon which the powder magazine stands should not be allowed to remain indefinitely in the possession of an owner who has made no formal and legally binding commitment to preserve the historical landmark subtly hidden within the premises. Preservationists may decide to acquire the property with the intention of removing the surrounding house to make the powder magazine more visible. Others may wish to relocate the powder magazine at the rear of the nearby officers' quarters. The latter course may entail considerable technical problems and expense, not to mention strong sentiment among many preservationists that historical

buildings should never be removed from their original site unless no alternative is available for their preservation. Whatever course is taken, it would be both senseless and unfair to the present occupants to demolish their modest wood-frame home until the officers' quarters have been fully restored and converted into a Civil War Museum. Even then, consideration should be given to facilitating the family's removal to comparable accommodations.

## **29. General Phineas Banning Residence**

One of the most attractive landmarks in southern California and certainly the most historically significant cultural resource in the harbor area is the former home of Phineas Banning. The stately white Greek Revival style mansion, officially known as the General Phineas Banning Residence Museum, is located at 401 East "M" Street in the middle of 20-acre Banning Park in Wilmington. The town of Banning which bears his name was one of the main stops along his stage and freight lines that extended throughout the Southwest. Banning High School is also named in his honor, as is Banning Boulevard which runs on a north-south axis bisected by Banning Park.

Banning was penniless and only 21 when he arrived in San Pedro aboard a clipper ship in 1851. He rented a boat on credit and rowed to ships at anchor to which he sold water for \$1.00 a keg. Don David Alexander, the first businessman of San Pedro, recognized the young man's talents and gave him regular work. Banning tried his hand at stagecoach driving, and before long he became the region's recognized "transportation king" whose enterprises included not only a stage line to Los Angeles and a freight line with mule teams to Salt Lake, Mojave, and Yuma, but a fleet of oceangoing vessels and a railroad from Wilmington to Los Angeles.

From 1851 until 1858 Banning's headquarters were in San Pedro. In 1857, together with Benjamin David Wilson and John G. Downey, Banning purchased 2,400 acres of land from Manuel Dominguez. A heavy spring storm in 1858 damaged Banning's wharf at San Pedro, wrecked several barges and his yacht, and washed away a large store of lumber

stacked on the beach. The following year, to avoid a similar disaster, Banning combined his share of the former Dominguez land with Wilson's to form the nucleus of the town of New San Pedro, which the State Legislature in 1863 renamed Wilmington after Banning's birthplace in Delaware. "Banning's Hog-Waller," as the infant port was derisively known, was about 4 miles northeast of San Pedro at the head of the slough, surrounded by mudflats. Mud scows were used to dig a channel up the estuary, hand pumps siphoned water from the marshy land, and before long there were warehouses and a lumber yard.

In the years prior to the Civil War, Banning's wharves at old and New San Pedro handled large quantities of products ranging from hides, tallow, lumber, and wire to grapes, abalone shells, and oil from whales and sharks. The new port's advantages of being several miles closer to Los Angeles and well protected from storms were somewhat offset by the shallow depth of the water. Oceangoing vessels could not enter the inner harbor, so Banning built shallow-draft lighters, which could easily carry cargo over the sand bar and up the estuary. Banning also constructed his own fleet of oceangoing steamships.

When the U.S. Army decided to locate a post for its Quartermaster's Department of the Southwest in the Los Angeles area, Banning and Wilson donated a 60-acre site for \$1.00. An outspoken champion of the Union cause, Banning secured all the construction contracts for Drum Barracks. He was known as General Banning because of his service as a brigadier general in the state military during this period. For many years Banning also served as a volunteer policeman. As early as 1861 Banning had been responsible for bringing the first telegraph to the harbor area. Later, in 1864, he established the community's first post office, and in the same year he also started the first newspaper, *The Wilmington Journal*.

The presence at Drum Barracks of several thousand troops, many of whom brought their families, greatly stimulated the growth of Wilmington's prosperity and social life. Six public schools were necessary in 1865 to accommodate the expanded population. Hard times followed the Army's decision to abandon

the post in 1866, but Banning's foresight and sound personal finances prevented the catastrophe from permanently stunting Wilmington's growth.

Banning became a State senator in 1865 to bring attention to Wilmington, but his lobbying on behalf of harbor development met with little success either in the State capital or in Washington, D.C., where he made several trips to solicit Federal funds. He did, however, introduce the first railroad bill into the California State Legislature. Banning's support of a Los Angeles bond issue resulted in construction of the 21-mile Los Angeles and San Pedro Railroad in 1868 and 1869, the first railroad in southern California. Subsequently, Banning's efforts were largely directed toward bringing the Southern Pacific Railroad to Los Angeles in 1876.

Banning's first wife, Rebecca Sanford, whom he had married in 1854, bore him eight children, only four of whom survived to adulthood; she herself died suddenly in 1868 at the age of only 31. Two years later he married Mary Hollister, his wife for the final 15 years of his life. Banning's own death came in 1885 from injuries suffered in a freak accident in San Francisco when he fell off a moving street car. He was only 55. Only recently he had succeeded in getting the U.S. Congress to authorize plans for a breakwater from Rattlesnake (now Terminal) Island to Deadman's Island and to build Point Fermin Lighthouse. Without the breakwater there could be no port of entry for oceangoing vessels. Although he died before his dream materialized, Phineas Banning is appropriately remembered as the "Father of Los Angeles harbor."

The Banning mansion was built in 1864. It has 24 rooms, although there originally may have been as many as 30, with at least 3 barns in the rear. The mansion, praised as "the finest extant example of Greek Revival style in southern California," has stately columns and wide verandas. The 3-story structure is topped by a cupola from which Banning scanned the horizon in search of ships entering his port. Banning ordered material from all over the world, including exquisitely colored Belgian glass and delicately veined Belgian marble.



Lumber was brought by ship from the Mendocino coast and labor was supplied by local Indians, seamen, and shipwrights. The legendary hospitality was unsurpassed in its day, and the Bannings became famous for their "regales," attended by leaders of civic, governmental, business, and military affairs. Twenty-acre Banning Park, in which the mansion is located, was created by a bond issue voted by the people of Wilmington in 1927, 2 years after the last of the Bannings moved out of the home.

The Banning residence is California State Historical Landmark No. 127. It was honored by a commemorative plaque placed by the Native Daughters of the Golden West in 1937. In 1963 the landmark was declared Los Angeles

Historic-Cultural Monument No. 25, and in 1971 was approved by Congress for the National Register of Historic Places. The Banning residence is a facility of the Los Angeles City Recreation and Parks Department, open to the public on Wednesday and Sunday afternoons. Restoration of the house, gardens, and coaching barn has been the work of the Friends of Banning Park; financial assistance from the State is anticipated. Some of General Banning's furniture has been preserved, and many of the rooms have been restored with elegant furnishings from the later 19th century. From the "Widow's walk" of the beautiful structure, visitors still enjoy a superlative view of the harbor area. Each April, Banning Park becomes the site of an annual wisteria festival.



General Phineas Banning residence.

### **30. St. John's Episcopal Church**

Wilmington's first Episcopal services were held in the basement of the Banning mansion in 1876. Seven years later, through the encouragement of Mrs. Mary Hollister Banning, construction of a stave-type church building was begun at 422 North Avalon Boulevard (then called Canal Street). The Rev. Carlos S. Linsley did most of the carpentry work himself, and the Banning family paid for most of the materials. Christmas day services were held in 1883 in the still unfinished church. Despite this auspicious beginning, construction slowed to a standstill and the edifice stood without a roof for 4 years. During this time religious services were conducted in a building formerly housing the Washington Saloon.

The church's bell and altar provide further evidence of the Bannings' close association with St. John's. In 1882, before construction had commenced, General Banning donated the bell, which came from the S. S. *Amelia*, one of his harbor channel boats. Many years later, in 1925, Banning's heirs donated the Catalina marble altar which originally had been intended to serve as a buffet in the Banning home. St. John's altar cross and altar rail, gifts from a Navy chaplain in 1926, were made at Pearl Harbor from the brass of a German World War I submarine.

In 1943 the church building was moved from its original site to its present location at 1537 Neptune Avenue in Wilmington. With the exception of a small parish hall added at the rear in 1950 and a few of its stained-glass windows, which have buckled with age, the unpretentious appearance of the church is the same as when the church was first constructed.

It is recommended that a commemorative plaque be placed at 422 North Avalon Boulevard to mark the original and historic location of St. John's Episcopal Church.

### **Notes and Sources**

#### **2. San Pedro Breakwater and Angels Gate Lighthouse**

1. Ernest Marquez, *Port Los Angeles*, p. 26.

2. *Ibid.*, p. 31.

3. Anthony Turhollow, *A History of the Los Angeles District U.S. Army Corps of Engineers 1898-1965*, p. 34.

4. Clarence Matson, *Building a World Gateway*, p. 39.

5. Curtis Grassman, *The Los Angeles Free Harbor Controversy and the Creation of a Progressive Coalition: Southern California Quarterly*, LV, 4 (Winter, 1973), p. 449.

6. *Ibid.*, p. 459.

7. Ernest Marquez, *Port Los Angeles*, p. 90.

8. Clarence Matson, *Building a World Gateway*, p. 47.

9. James Gibbs, *West Coast Lighthouse*, p. 48.

#### **3-7. Fort MacArthur Upper Reservation Site**

1. Letter, Al Grobmeier to Colonel Robert L. Freeland, Deputy Post Commander, Fort MacArthur, dated November 14, 1976.

Colonel Robert L. Freeland, Deputy Post Commander, Fort MacArthur, has contributed maps, photos, a draft history of the fort, and his time in helping with this section of the report.

#### **8. One Hundred Varas Square**

1. John Caughey, *California*, p. 88.

2. Hallock F. Raup, "Rancho Los Palos Verdes", *Historical Society of Southern California Quarterly*, Vol. XIX, 4 (1938), p. 9.

3. Quoted in Clarence Matson, *Building a World Gateway*, p. 75.

4. Anthony Turhollow, *A History of the Los Angeles District U. S. Army Corps of Engineers*, p. 21.

5. James M. Guinn. *Historical and Biographical Record of Southern California*, p. 450.

6. Ibid., p. 65.

7. James M. Guinn. *History of California*, p. 84.

8. Richard Henry Dana. *Two Years Before the Mast*, p. 99.

9. Ibid., pp. 100-101.

10. Guinn, *Historical and Biographical Record of Southern California*, p. 451.

11. "Draft History of Fort MacArthur", p. 25.

#### 9. Los Angeles Municipal Warehouse No. 1

1. U.S. Army Corps of Engineers, *The Ports of Los Angeles and Long Beach, California*, pp. 74-75.

#### 11. Municipal Fish Market.

1. *News Pilot*, July 20, 1951, September 19, 1952.

#### 13. Timms Point and Landing

Sources included Hager & Hager, "From Tidelands to Mudflats...", Golden Anniversary Edition, *San Pedro News Pilot*; Amos Fries, "San Pedro Harbor", *Out West*, Vol. XXVII, 4 (October, 1907), p. 317; *Los Angeles Times*, February 28, 1907; John S. McGroarty, *History of Los Angeles County*, passim.

#### 14. Municipal Ferry Building

Data was drawn from *Shoreline*, January 1977; *Angels Gate*, Vol. 3 (September 1976); and "Proposal for Preservation and Renovation of the Old Municipal Ferry Building Port of Los Angeles", Councilman John S. Gibson's Office, San Pedro.

#### 17. Terminal Island Schoolhouse

In addition to the works cited, material was also gathered from an interview and onsite inspection with Captain D. W. Zimmerman; a letter, A. Mediavilla to John S. Gibson, Jr., October 22, 1976, and a report by local historian Edward Houck dated November 17, 1976, in acknowledgement to that letter.

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2. K. Kawasaki, "The Japanese Community of East San Pedro, Terminal Island, California", Masters Thesis, Sociology, University of Southern California, 1931, pp. 39-43.

3. Ibid., p. 43.

4. Hager and Hager, "Terminal Island's Glamorous Past", *Los Angeles Corral*, No. 111, 1973.

5. Clarence H. Matson, *Building a World Gateway*, p. 166.

6. Ibid.

#### 20. Berth 145, Los Angeles Harbor

1. Mike Quinn, *The Big Strike*, Olema, Ca.: Olema Publishing Company, 1949, p. 31.

The sources included: Mike Quinn (pseudonym Paul William Ryan), *The Big Strike*, Olema, Ca.: Olema Publishing Company, 1949; Interview, Arthur Almeida, President, International Longshoremen and Warehouse Union, Local 13, January 17, 1977; Interview, Gordon Giblin, President, Pensioners, International Longshoremen and Warehouse Union, March 8, 1977; *Los Angeles Times*, May 14, 1934, May 16, 1934; *The Dispatcher*, July 9, 1959.

#### 22. Badger Avenue Bascule Bridge

Material was drawn from *Interurbans* Vol.

17, 1 (April 1959), pp. 91-93; *San Pedro News Pilot*, May 29, 1952, May 23, 1957, May 28, 1957; *Angels Gate*, Vol. 1 (December, 1971); Los Angeles Harbor Department, *Annual Report*, 1924, p. 15; Interview, Harold Menzel, February 18, 1977.

1. *Interurbans*, Vol. 17, 1 (April 1959) p. 92.

### 23. Edison Power Plant

Mr. William A. Myers, Corporate Communications Department, Southern California Edison Company, provided the information on the power plant.

### 24. Hughes Flying Boat and Drydock Hangar

Sources included: D.D. Hatfield, *Howard Hughes H-4 "Hercules"*, Inglewood Ca.: Northrup Institute of Technology, 1972; John Keats, *Howard Hughes*, New York: Pyramid Books, 1970; Arlo Sederburg, Vice-President, Carl Byoir & Associates, Inc. Clipping and News Service Files; Interview, Arlo Sederburg, March 3, 1977.

### 25. Craig Shipbuilding Company, Long Beach

1. *The Daily Telegram*, Long Beach, February 28, 1907. Front Page.

2. *Ibid.*, Interview: John Craig, James Craig, and Ruth Raun Craig, January 5, 1977.

3. *Los Angeles Times*, November 15, 1908.

4. *Ibid.*

5. *Ibid.*

6. *Daily Telegram* and *Ibid.*

7. *Evening Herald and Express*, January 17, 1961.

8. Interview: James Craig, January 5, 1977.

9. Craig Shipbuilding, Yachts of Southern California 1881-1931.

### 26. Loeff Carousal

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## SUMMARY OF RECOMMENDATIONS

Preliminary research revealed five resources listed on the National Register of Historic Places, three registered as State Historic Landmarks, and five registered as Los Angeles Historic-Cultural Monuments. In accordance with information gathered for this report, eight additional resources were nominated for registry as National Historic Places, six for registry as State Historic Monuments, and one for registry as a Los Angeles Historic-Cultural Monument. Three of the resources investigated had no recommendation, and the total number of resources reported upon was 30. As more evidence is gathered for these resources, the recommendations for nomination may shift from State to national levels.

Additional research could be focused upon several of the sites which came to our attention but were not included for study: the First Municipal Wharf, Los Angeles Harbor; Pier A, Long Beach Harbor; Avalon Terminal; the site of the Old Government Warehouse in Wilmington; and Whites Point. Within the present state of research these lacked the significance usually afforded historical monuments. Anaheim Landing and the Seal Beach Power Plant were judged as peripheral to this study, and historical information was lacking for a rather ordinary building on Terminal Island thought once to have been used as a Japanese Buddhist temple but now marked as a union hall. The people interviewed supplied many ideas, and the saga of laboring groups on Terminal Island, in the canneries, and on the wharves suggest that when the social history of the harbor is written, other historical sites will come to light. Unfortunately, many of the old buildings have been destroyed.

The eight resources nominated to the National Register of Historic Places vary in their quality of significance. The One Hundred Varas Square was associated with the lives of the people we first associate with the embarcadero of San Pedro: the San Gabriel Mission fathers, the local Indians, Richard Henry Dana, Abel Stearns, and John Temple. They were all significant in the period that established San Pedro Bay as a south coast

port of entry. The Terminal Island Schoolhouse is significant to the lives of whole groups of peoples and to communities that disappeared with all other structures associated with them. The remaining nominations at the national level are significant for, among other qualities, their value as technological and engineering landmarks.

The San Pedro portion of the world's longest breakwater sprang from the Point Fermin headlands in 1899. The decision to build it at San Pedro rather than at Santa Monica determined the future of Los Angeles trade and initiated plans for the modern deepwater harbor we know today. The Badger Avenue Bascule Bridge, remarkable in its day, is of a design no longer employed in bridge building and thus of unquestioned historic value. Mammoth gun emplacements and block houses such as the Batteries Merriam-Leary and Barlow-Saxton will never be built again in any country and they should be marked and protected from the destruction that befell their guns. They were sawed up and sold for junk. The Hughes Flying Boat H-K 1, better known as the "Spruce Goose," is of unquestionable value to the history of aviation not only because of the design and inventive genius that went into the plane but also because it embodies the image of one of America's greatest aviation engineers.

Recommendation or nomination for the National Register of Historic Places in no way affects private development or quasi-public development of a site. The owner must be notified if the nomination is made, and if the site is registered the owner benefits from a tax incentive if the resource is kept in historic condition.

The six historical resources nominated for registry as State Historical Monuments are Berth 145, Los Angeles Harbor, site of the May 15, 1934 confrontation between striking longshoremen and strikebreakers; Craig Shipyards; Hughes Flying Boat Drydock; Sentry Dog Cemetery; Looft Carousel and Residence; and Municipal Warehouse No. 1, Los Angeles Harbor. The Municipal Fish Market was nominated for registry as a Los Angeles Historic-Cultural Monument.

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                  University of California at Los Angeles

L.A.Co. M      Los Angeles County Museum of Natural History Library

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Hunt	Huntington Library, San Marino, California
CSULB	California State University, Long Beach Library
CSULA	California State University, Los Angeles Library
LB Pub	Long Beach Public Library
SP Pub	San Pedro Public Library
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**Gillingham, Robert C.** *The Rancho San Pedro: The Story of a Famous Rancho in Los Angeles County and of its Owners the Dominguez Family.* Los Angeles: Cole-Holmquist Press, The Dominguez Estate Co., 1961. 473 pp. LB Pub.

A well documented and definitive work on the Rancho with little attention given to harbor development aside from the few pages devoted to surveys and land sales adjacent to and within the San Pedro Bay. Good bibliography.

**Gleason, Duncan.** *The Islands and Ports of California.* New York: Devin-Adair Co., 1958. 201 pp. LAD.

The very brief but entertaining treatment of the Los Angeles-Long Beach Harbors adds little that cannot be found elsewhere. The section "Lost Islands of San Pedro" (also found in *Sea Magazine* June-August, 1951) is perhaps the best entry. Valuable for the illustrations taken from paintings and drawings by the author.

**Goodrich, E. P.** "Report to Harbor Commission of Los Angeles Concerning the Development and Construction of an Ocean Harbor, 1913." *L.A. Examiner*, 1922. Hunt.

**Grassman, Curtis.** "The Los Angeles Free Harbor Controversy and the Creation of a Progressive Coalition." *Southern California Quarterly*, IV 4 (Winter, 1923), 445-468. UCLA.

This is directed toward a refinement of the free harbor controversy and mainly demonstrates its relevance to the progressive movement in California. In making his point, Grassman places Senator Stephen White squarely in the camp of national politicians who stood up to the big monied interests of the 1890's, ahead of 20th century reform, and in this case was successful.

**Graves, Jackson Alpheus.** *California Memoirs, 1907-1930.* Los Angeles: Times-Mirror Press, 1930. 330 pp. UCLA.

Draws a general description of the era from a banker's point of view.

\_\_\_\_\_. *My Seventy Years in California, 1857-1929.* Los Angeles: Times-Mirror Co., 1929. 496 pp. UCLA.

Highly personal reflections on his own life experiences. Includes material on San Pedro.

**Gray, A.** "Camels in California." *California Historical Society Quarterly* IX, No. 4 (December, 1930), 299-317. Hunt.

Refers to camels brought to Wilmington by Phineas Banning.

**Greenleaf, Emma M.** "Los Angeles Harbor—Where the Dry Land Becomes Sea," illustrated. *Overland*, volume 55, p. 549. Hunt.

**Griffin, Donald F.** *Coastline Plans and Action for the Development of the Los Angeles Metropolitan Coastline.* Los Angeles: Haynes Foundation, 1944. 38 pp. Hunt.

Park, recreational, refuge and harbor plans extend from Newport Beach to north of Santa Monica. Superficial.

**Guest, Francis F. *Fermin Francisco de Lasuen: a Biography*. Washington, D.C.: Academy of American Franciscan History. CSULB.**

**Guinn, James Miller, "Historic Seaports of Los Angeles." *Historical Society of California Publications*, vol. 5, 1, 60-69 (1901). Bancroft.**

A concise entry on early San Pedro history.

\_\_\_\_\_. ***Historical and Biographical Record of Southern California*. Chicago: Chapman Publishing Co., 1902. 1295 pp. UCLA.**

Narrative (206 pp.) covers county history. The remainder of the book is devoted to biographies. Useful sections on the early explorers, the founding of the Pueblo de Los Angeles, and visits by the hide droghers.

\_\_\_\_\_. ***A History of California and an Extended History of Los Angeles and Environs*. Los Angeles: Historic Record Co., 1915. UCLA.**

Makes scattered references to the harbor area and devotes pp. 450-454 to a brief history of San Pedro and Wilmington. Guinn claims herein that at the time of his research, the ruins of Dana's hide house were extant.

\_\_\_\_\_. **"Last Island of San Pedro Bay." *Historical Society of Southern California Publication*, Vol. X. Bancroft.**

Brief probing of historic Deadman's, Rattlesnake, and Mormon Islands.

**Hager, Anna Marie and Everett G. "Deadman's Island." Los Angeles Corral, No. 10, 1964. SP Pub.**

A few pages and useful photographs on the now removed island.

\_\_\_\_\_. eds. **"Golden Anniversary-A Souvenir Edition." *San Pedro News Pilot*, August 12, 1959. SP Pub.**

\_\_\_\_\_. ***San Pedro Harbor Highlights*. Glendale, California: La Siesta Press, 1968. 36 pp. SP Pub.**

A thumbnail sketch of San Pedro. Photos and maps.

\_\_\_\_\_. **"Terminal Island's Glamorous Past." *Los Angeles Corral*, No. 111, 1973. 5 pp. Bancroft.**

Superficial pictorial article which follows the island's history to the present.

**Hardcastle, William R. *Alamitos Bay; Golden Anniversary of Progress*. Long Beach, California: Naples Improvement Association, 1955. 32 pp. LB Pub.**

**Hatfield, D. D. *Howard Hughes H-4 Hercules*. Inglewood, California: Northrop Institute of Technology, 1972. 105 pp. Northrop Institute Library.**

A pictorial history of the famous Hughes flying boat known widely as the "Spruce Goose." The brief text tells of the conditions under which it was built, includes portions of the Defense Plant Corporation contract with Kaiser-Hughes, specifications for the airplane, and recounts Hughes' earlier aviation achievements.

**Hewitt, Leslie R. *Report of the Consolidation Committee of Los Angeles: 1909*. 10 leaves. Hunt.**

The report favors consolidation of San Pedro, Wilmington, and Los Angeles. It argues the benefits and is followed by approvals and confirmations of various municipal and private business organizations. Report includes statistics on water frontage and plans for future harbor development.

**Hill, Laurance L. *La Reina: Los Angeles in Three Centuries*. Los Angeles: Security Trust and Savings, 1929. 208 pp. CSULA.**

This survey of Los Angeles history brings in the harbor as a logical part of the city's development. The usual harbor history is accompanied by excellent photos taken from the publisher's collection.

**Historical Society of Southern California Publications. "Trade Conditions at San Pedro in 1850. A Memorial to Congress." In the *Historical Society of Southern California Publications*, Vol. 7, 1909. Bancroft.**

An argument to the Congress in 1850 asking that San Pedro be made a port of entry with a customs house and promise of future improvements.

**Historical Society of Southern California Quarterly. "Pantoja 1782 Chart of the Southern California Coast." *Historical Society of Southern California Quarterly*, XVII (1935), following p. 132.**

Useful early map.

**Hittell, Theodore Henry. *History of California*. 4 volumes. San Francisco: Various publishers, 1885-1897. Hunt.**

See Vol. 1, p. 655, 382; Vol. 2, p. 98, 749; Vol. 3, p. 808 for references to San Pedro Bay in this early synthesis.

**Hoffman, Hortense. *Long Beach from Sand to City*. Long Beach: Royal Press, 1957. 73 pp. LB Pub.**

This little book touches on 28 subjects for chapter headings. See "The Harbor" and "Alamitos Bay" for brief but accurate historic sketches.

**Hoffman, W. J. "Hugo Reid's Account of the Indians of Los Angeles County, California." *Bulletin of the Essex Institute*, 17 (1-3), 1-35 Salem, 1885. UCLA.**

A transcription of a useful early historical document which mentions both early Spanish and Indian occupants of the general area.

**Hoover, Mildred Brook, Reusch, Hero E. and Ethel. *Historic Spots in California*. Stanford: Stanford University Press, 1966. 3rd edition. Editor, William Abela. Hunt.**

Survey of sites by county. Unfortunately, those chapters on Orange and Los Angeles Counties deal almost entirely with the Spanish period: ranchos and trails of the explorers.

**Hopkins, Caspar Thomas. *Shipbuilding on the Pacific Coast*. San Francisco: Alta California Printing House, 1874. 31 pp. Hunt.**

Study was restricted to ports of San Francisco and north.

**Hoyt, Franklyn. "Influence of the Railroads in the Development of Los Angeles Harbor." *Historical Society of Southern California Quarterly* XXXV (September, 1953), 195-212. LA Pub.**

**Jones, Thomas ap Catesby. "Visit to Los Angeles in 1843. Unpublished narrative of Commodore Thomas ap C. Jones, U.S. Navy." *Southern Vineyard, Los Angeles*, May 22-June 12, 1858, Vol. 1, Nos. 9-12. Hunt.**

The U.S. sloop Cyane arrived in San Pedro Bay on January 17, and sailed for Mazatlan January 22, 1843. Here is a worthwhile, traveler's account on the port of San Pedro, the hospitality of Governor Micheltorena, and the friendly rapport between a yankee and an official of the Mexican government. This periodical makes frequent mention of vessels coming into the port.



**Keatringe, Richard H., of Counsel, Keatringe and Sterling.** *Closing Brief of the State of California in Support of Exceptions to the Report of the Special Master.* Supreme Court of the United States, October Term, 1963. Los Angeles: Parker and Son, Inc., Law Printers, 1963. UCLA.

Contains arguments for each California county to include off-lying islands and the intervening waters. Appendix A is a legislative history of the Submerged Lands Act provided through excerpts taken from committee hearings. Appendix B provides a summary of physical and historical evidence that had been placed before the committees. Section 2, pp. 103-130, is devoted to San Pedro Bay and includes useful bibliographical and map references.

**Krenkel, John H.** "The Development of the Port of Los Angeles." *Journal of Transport History* VII (May, 1965), 24-33. UCLA.

\_\_\_\_\_. "The Port of Los Angeles as a Municipal Enterprise." *Pacific Historical Review*, XVI (1947), 285-297. UCLA.

Well researched in primary documents. Covers development of the modern port 1870-1928.

**Krythe, Mamie.** *Port Admiral: Phineas Banning, 1830-1885.* Menlo Park: Lane Book Co., 1957. Bancroft.

A thrust to examine Banning's personality overshadows harbor history. See Chapter 11, "New San Pedro becomes Wilmington."

**Land of Sunshine.** "The Harbor of Los Angeles County." by R.L.T., illustrated. *Land of Sunshine*. (September, 1894). Bancroft.

Harbor description, map, and promotional text.

**Land of Sunshine.** "The Harbor of San Pedro." *Land of Sunshine* 3 (November, 1895), 294-297. Bancroft.

Discussion of engineer reports and foreign trade future of San Pedro.

**Lavender, David.** *The Great Persuader.* Garden City: Doubleday and Co., Inc., 1970. 431 pp. Bancroft.

The biography of Collis Huntington offers no material on the harbors not available elsewhere.

**League of Women Voters of Long Beach.** *Focus on Long Beach.* Long Beach: League of Women Voters, 1968. CSULB.

Includes a capsule history of Long Beach.

**Lockett, William A.** "The Lost Buildings of Drum Barracks." *Historical Society of Long Beach*. Journal, 1974-1975.

**Long Beach Board of Harbor Commissioners, City of Long Beach.** *Rules, Rates and Regulations Governing the Port of Long Beach.* 1932. 28 pp. LB Pub.

**Long Beach Harbor Department.** *Map of Long Beach Harbor and Vicinity.* 1927. LB Pub.

**Long Beach Harbor Department, Petroleum and Subsidence Control Division.** *A Plan for the Development of the Oil and Gas Reserves in the Undeveloped Long Beach Townlot and Offshore Areas of the Wilmington Oil Field.* October 21, 1961. 65 pp. LB Pub.

Maps, diagrams, etc.

**Los Angeles, First National Bank. *Commerce through Los Angeles Harbor, 1923.*** Los Angeles, 1923. 60 pp. Hunt.

Statistical account of trade volume, vessels entering the port, and principal products 1919-1923.

**Los Angeles Harbor Department. *Annual Report, 1915 to Present.***

The most complete set of these reports is found at the LAHD offices in San Pedro.

**Los Angeles Harbor Department. *Port of Los Angeles Shipping Directory.*** Published by Traffic Division, Port of Los Angeles. City of Los Angeles, Harbor Department, Room 1300, City Hall, Los Angeles 90012. CSULB.

Various dates from 1945. Information for ships and freight forwarders.

**Los Angeles Times. "Harbor Bonds Will Fulfill Destiny."** *Los Angeles Times*, April 17, 1910, Pt. VI. Illustrated. LA Pub.

**Lougher, Harmon. "Los Angeles Light Station."** *The Log*, 4 (July, 1964). 2 pp. SP Pub.

Specifications on Angela Gate Lighthouse built in 1913.

**Ludwig, Ella A. *History of the Harbor District of Los Angeles.*** Los Angeles: L.A. Historic Record Co., Inc., 1927. L.A. Co. M.

Classic history of Harbor District. Ranges broadly into subjects such as ranchos, California customs, and coastwise sailings. Pp. 329-932 are devoted to biographical accounts of San Pedro's citizens (subscribers).

**Ludwig, Salvator Lewis. *Los Angeles in the Sunny Seventies.*** Los Angeles: Bruce McAllister and Jake Zeitlin, 1929. Translated by Marguerite E. Wilbur. 188 pp. Hunt.

Excellent travel account. Final chapter is on Wilmington, pp. 184-188.

**McAfee, Ward. *California's Railroad Era, 1850-1911.*** San Marino: Golden West Books, 1973. 256 pp. Bancroft.

Surprisingly little harbor related history.

**McGroarty, John Steven. *History of Los Angeles County.*** Chicago & New York: The American Historical Society, Inc., 1923. UCLA.

Volume I offers a good chapter, pp. 258-271, "The Port O'Ships," a brief history of the Los Angeles Harbor and written with much enthusiasm and local pride.

\_\_\_\_\_ and Schallert, Edwin. *Los Angeles - A Maritime City.* Los Angeles: West Coast Magazine Press, 1910. 15 pp. CSULA.

Concerned with breakwater and harbor development immediately following 1910.

**Marquez, Ernest. *Port Los Angeles: A Phenomenon of the Railroad Era.*** San Marino: Golden West Books, 1975. 145 pp. L.A. Co. M.

While primarily an account of the potential Port Los Angeles at Santa Monica Bay, Marquez deals accurately with the San Pedro Harbor. Excellent source.

**Mason, William M. and McKinstry, Dr. John A. *The Japanese of Los Angeles.*** Los Angeles: Los Angeles County Museum of Natural History, 1969. 39 pp. L.A. Co. M.

Omits Japanese on Terminal Island.

**Matson, Clarence H.** *Building a World Gateway*. Los Angeles: Pacific Era Publishers, 1945. 255 pp. LAD.

Author was journalist, community leader, Secretary of the Board of Harbor Commissioners in 1912, and long-time traffic manager of the Harbor Department. This is one of the best sources for commercial harbor history especially from 1900 to date of publication. Matson tells the story of public relations and harbor promotion as found in no other source. Clear journalistic style, but lacks organization, logical chronological sequence and citations. For other Matson publications, see Harbor bibliography in Doyce B. Nunis, Jr., Ed., *Los Angeles and its environs in the Twentieth Century*.

**Mayo, Morrow.** *Los Angeles*. New York: Alfred A. Knopf, 1932. 336 pp. Bancroft.

Offers one chapter of the free harbor fight, pp. 107-127. No citations or bibliography.

**Nadeau, Remi.** *Los Angeles: From Mission to Modern City*. London & New York: Longmans, Green & Co., 1960. 302 pp. LB Pub.

A breezy account with no new material. He devotes a chapter to the Free Harbor Contest.

**Newmark, Harris.** *Sixty Years in Southern California*. New York: The Knickerbocker Press, 1916. 688 pp. Hunt.

Charles R. Lummis calls this autobiography the *Pepys's Diary* of Los Angeles. A good friend of Phineas Banning, the author reports on him copiously but sets aside no chapter of the book for the harbor. An excellent index gives leads to harbor development during this period of ever-flourishing trade.

**Newmark, Marco R.** *Jottings in Southern California History*. Los Angeles: The Ward Ritchie Press, 1955. 161 pp. Index, photos. LB Pub.

Pp. 41-47 deal with free harbor fight.

**Nunis, Doyce B., Jr.** *Los Angeles and its Environs in the Twentieth Century*. Los Angeles: Ward Ritchie Press, 1973. LA Pub.

This comprehensive bibliography devotes seven pages to "Harbors." Most of the citations are from business periodicals and the articles do not shed light upon historical sites. A good source for unpublished manuscripts on the harbors.

**O'Flaherty, Joseph S.** *An End and a Beginning: The South Coast and Los Angeles, 1850-1887*. New York: Exposition Press, 1972. CSULA.

A concise but colorful survey of the area bounded roughly by Los Angeles and San Pedro. Some 20 pages are devoted to San Pedro-Wilmington. Useful bibliography and index. No citations.

**Port of Long Beach.** *Master Environmental Setting Draft Environmental Impact Report*, Vol. 2, Sections 2 & 3. Los Angeles: University of Southern California, 1976.

**Purcell, Gervaise.** "Improvements in Los Angeles Harbour, California." Excerpt minutes of *Proceedings of the Institution of Civil Engineers*, vol. CXCV. Session 1913-1914, Part I. London: The Institution, 1914. 11 pp. Hunt.

Relates improvements made by the Outer Harbor Dock & Wharf Company.

**Quinn, Mike**, pseudonym for Paul William Ryan. *The Big Strike*. Olema, Ca.: Olema Publishing Co., 1949. 259 pp.

Coastwise study of longshoremen's strike of 1934. See pp. 1-50 relative to San Pedro participation.

**Raup, Hallock F.** "Rancho Los Palos Verdes." *Historical Society of Southern California Quarterly*, XIX, 4 (1938). Bancroft.

Helpful definition of government reservation and ownership of the adobe hide house on the historic 100 Varas square.

**Reld, Hugo.** "Account of the Indians of Los Angeles County." *Bulletin of the Essex Institute* 17:1-33, Salem. 1885. UCLA.

A very early and important historical account of the Native Americans in the study area—the Gabrielino.

**Rice, William B.** *The Los Angeles Star 1851-1864*. Berkeley: University of California Press, 1947. 315 pp. CSULA.

Scattered references to seaworthy harbor trade. He documents regular coastwise sailing schedules in 1851 (pp. 25-26) and the growth of San Pedro (pp. 102-103). (In 1854 volume was \$250,000 a month and livestock from Mexico worth a million dollars passed annually through the port.) All citations are to the *Los Angeles Star*.

**Robinson, Alfred.** *Life in California*. San Francisco: William Doxey, 1897. 283 pp. Bancroft.

See pp. 50-51. Robinson's description of the busy trading day at San Pedro Bay has been quoted and copied (1829). He describes the narrow creek (the later Wilmington Channel) as having 10 feet of water over the bar at high tide and thus permitting vessels drawing 9 feet of water to pass over and anchor at the shore without the aid of lighters. He foresees enlargement of the harbor.

**Robinson, W. W.** *Cities of Los Angeles County*. Los Angeles: Title Guarantee & Trust Co., 1935-1942. L.A. Co. M.

A series of pamphlets published by Title Guarantee & Trust Co. in the 1930's. Publisher claims they were based on "original sources" although no footnotes are in evidence. The *Long Beach* edition published in 1942 covers a calendar of events ranging from discovery to 1942 but is primarily useful for its clearly drawn map. The *San Pedro & Wilmington* edition published in 1937 follows the same pattern and is again sketchy and useful by reason of its map.

\_\_\_\_\_. *Ranchos Become Cities*. Pasadena: San Pasqual Press, 1939. 243 pp. Bancroft.

A fast-moving elementary account of Rancho San Pedro and Palos Verdes Ranchos as they grew to be harbor cities.

**Russell, Camp Wells.** *Rancho Los Alamitos*. Long Beach: Greens, 1970. Bancroft.

Pictorial work of little use to harbor research.

**Russell, Charles Edward.** *Stories of the Great Railroads*. Chicago: Charles H. Kerr and Co., 1912. 332 pp.

**Security Trust & Savings Bank, Los Angeles.** *El Pueblo, Los Angeles Before the Railroads*. Los Angeles: Equitable Branch of the Security Trust & Savings Bank, 1928. 80 pp. Hunt.

Scattered references to harbor with no new material.

**Shaler, William.** *Journal of a Voyage between China and the Northwestern Coast of America made in 1804 by William Shaler*. Claremont, Ca.: Saunders Studio Press, 1935. 109 pp. CSULA.

Important source on early trade along California coast and includes a stop at San Pedro.

**Shotliff, Don A.** "San Pedro Harbor, or Los Angeles Harbor? Senator W. H. Savage and the Home Rule Advocates Fail to Stem the Tide of Consolidationism, 1906-1909." *Southern California Quarterly*, LIV, No. 2 (Summer, 1972), 127-154.

A primarily political treatment of the consolidation battle drawn from local newspaper sources.

**Southwest Builder and Contractor.** "Mole-type piers at Long Beach Harbor look good as work nears completion." *Southwest Builder and Contractor*, (February 28, 1930), 34-35. Illustrated. CSULA.

**Stephens, Jess E.** "San Pedro Harbor." *Out West New Series* 4 (July, 1912), 27-32. Bancroft.

Enthusiastic description of harbor facilities in 1912 by Secretary of the Chamber of Commerce.

**Stimson, Marshall.** "Short History of Los Angeles Harbor." *Historical Society of Southern California Quarterly*, XXVII, 1 (1945), 7-15. LA Pub.

**Superintendent of the Coast Survey.** *Report of the Superintendent of the Coast Survey Showing the Progress of the Survey During the Year 1855*, House Ex. Doc. No. 6, 34th Congress, 1st Session, p. 393. Washington, D.C.: Government Printing Office, 1856. UCLA.

Reports that San Pedro Bay at this early date was the most important bay between San Francisco and San Diego.

**Swaine, C. E.** "A Deep Water Harbor for Southern California." *Proceedings of the Engineers and Architects Association of Southern California*, edited by A. B. Benton, AIA. II (1907), 31-37.

See also H. Hawgood, "An Outer and Inner Deep Water Harbor at San Pedro"; Captain J. J. Meyler, USA, "San Pedro Harbor Improvement." Scholarly discussion of deepening and scouring projects to enlarge harbor, build wharves, turnarounds, channels, and railroad areas.

**Swett, Ira, Ed.** "Lines of Pacific Electric; Southern District." *Interurban Magazine*, Vol. 17:1 (April, 1959), 74-103. Bancroft.

See cataloged with Vol. 16 at Bancroft Library. Extremely useful coverage of trestle, bridge and railroad line changes at Long Beach and Los Angeles Harbor frontages.

**Thompson, Thomas H. and Augustus West.** *History of Los Angeles County, California*. Oakland, Ca.: Thompson & West, 1880. Republished (Berkeley, Ca.: Howell & North, 1959). 192 pp. LB Pub.

Old photos and etchings. Pp. 139-145 cover "Wilmington Township."

**Turnhollow, Anthony.** *A History of the Los Angeles District U.S. Army Corps of Engineers 1898-1965*. Los Angeles: COE Printing Office, 1975. LAD.

Chapter 2 provides a concise but from a technical point of view the best available history of Los Angeles-Long Beach Harbor development. This is supplemented with good maps and photos. Chapter 2 follows the River and Harbor Act of 1902 and the expansion of the Corps of Engineers work to waterways frequented by small craft thus including a few lines here and there on small-craft moorings in the Long Beach-Los Angeles Harbors, particularly the east basin, Los Angeles Harbor. The remainder of this 440 pp. work is devoted to flood control and other District-wide projects.

**U.S. Army Corps of Engineers.** *The Ports of Los Angeles and Long Beach, California*. Washington, D.C.: Government Printing Office, 1968. 78 pp. LAD.

See also under U.S. Maritime Commission Port Series No. 28, revised 1946. Foldout maps and port statistics, port conditions and facilities.

\_\_\_\_\_. *Report*. Washington, D.C.: Government Printing Office, 1869-Present. LAD.  
Annual reports on improvement of rivers and harbors.

**United States Board** appointed to locate a deep-water harbor at Port Los Angeles or at San Pedro, California, "Deep Water Harbor at Port Los Angeles or at San Pedro, California." Letter dated March 3, 1897. Washington, D.C.: Government Printing Office, 1897. 330 pp. Hunt.

Secretary of War responds to Senate resolution inquiring about report on the topic as required by Rivers and Harbor Act of June 3, 1896.

**United States Board of Engineers.** *United States Board on Harbor in San Pedro or Santa Monica Bays.* Los Angeles: The Times-Mirror Printing and Binding House, 1894. 25 pp. (52d Congress, 2d Session. House Ex. doc. no. 41). Hunt.

Copy of report of the U.S. Board of Engineers of 1892 locating the deepwater harbor for Los Angeles at San Pedro.

**Vancouver, George, 1757-1798.** *Vancouver in California, 1792-1794, the Original Account.* Ed. Marguerite E. Wilbur. Los Angeles: G. Dawson, 1953-54. UCLA.

A revision of the "California portions" of the author's voyage of discovery.

**VTN Engineers, Architects, Planners, Consolidated, Inc.** *Port of Los Angeles Comprehensive Master Plan 1990.* Los Angeles, 1975. LB Pub.

Historical fact list in Section VI. See appendix B for selected bibliography on works related to harbor design.

**Wagner, Anton.** *Los Angeles, werden, leben und gestalt der Zweimillionenstadt in sudkalifornien.* Leipzig: Bibliographisches Institut A.G., 1935. Bancroft.

The most complete interdisciplinary bibliography available. This treats with geology, petroleum, and history of the harbor areas alike. See pp. 250-286.

**Wagner, Henry Raup.** *Cartography of the Northwest Coast of America to the Year 1800.* 2 Vols. Berkeley: University of California Press, 1937. UCLA.

Maps and early reports of explorers with treatment of place names.

\_\_\_\_\_. "A Map of Cabrillo's Discoveries." *California Historical Society Quarterly*, Vol. 11, 44-46. Bancroft.

The map and an historical account of the map and its origins.

\_\_\_\_\_. *Spanish Voyages to the Northwest Coast of America in the Sixteenth Century.* Amsterdam: N. Krael Press, 1966. 571 pp. CSULA.

Brief introduction recounts Spanish historical background for the voyages sent out from New Spain between 1539 and 1602. Reports of Juan Rodriguez Cabrillo and Sebastian Vizcaino recorded sighting San Pedro Bay. (See Chapters X and XI.) These accounts appear in close to original form and are supplemented with early maps and photographs of some of the original documents. First historic accounts of the California coast.

**Warner, J. J., Hays, Benjamin, and Widney, J. P.** *An Historical Sketch of Los Angeles County, California from Spanish occupancy. . . to July 4, 1876.* Original edition 1876. Los Angeles: O. W. Smith, 1936. Bancroft.

A centennial publication. Volume of commerce at the harbor. See pp. 17-18 on early flooding and river formation.

**Weekly California Chronicle,** August 25, 1855. (San Francisco) Bancroft.

Reports on brokerage houses accepting and forwarding goods at the Cove (San Pedro).

**Wheelock, Walt.** *Ferries of the South.* Glendale, Ca.: La Siesta Press, 1964. Illustrations and maps. 39 pp. Bancroft.

Brief history of transportation from Terminal Island to the mainland (pp. 27-33).

**White, Stephen M., Hon. *Deep Sea Harbor, San Pedro-Santa Monica*. Washington, D.C.: Government Printing Office, 1896. 61 pp. LA Pub.**

The White-Frye debate in the U.S. Senate, May 8, 9, and 12, 1896.

**Whiting, Perry. *Autobiography of Perry Whiting, Pioneer Building Material Merchant of Los Angeles*. Los Angeles: Smith-Barnes Corp., 1930. 334 pp. Hunt.**

Peripheral but useful.

**Willard, Charles Dwight. *The Free Harbor Contest at Los Angeles*: an account of the long fight waged by the people of southern California to secure a harbor located at a point open to competition. Los Angeles: Kingsley-Barnes & Neuner Co., 1899, July. 211 pp. L.A. Co. M.**

Early chapters deal with history of harbor in scholarly manner, and the work, published shortly after the controversy, is admirably fair and objective in its treatment of the opponents in spite of the author's thesis.

\_\_\_\_\_. **"The Inner Harbor at San Pedro." *Land of Sunshine*, 14 (January, 1901), 69-76. Bancroft.**

Concise but specific discussion of engineering projects with excellent maps, drawings, and photos of harbor work at this date.

\_\_\_\_\_. ***The Herald's History of Los Angeles City*. Los Angeles: Kingsley-Barnes and Neuner Co., 1901. 305 pp.**

Brief mention of San Pedro throughout. Indexed.

\_\_\_\_\_. ***History of the Chamber of Commerce of Los Angeles, California* from its foundation September, 1888 to the year 1900. Los Angeles: Kingsley-Barnes and Neuner Co., 1899. Bancroft.**

Author was Secretary of the Chamber 1891-1897. With the exception of the chapter, "Contest for a Free Harbor" with its accompanying map and drawing of the breakwater, the work is peripheral to this study.

**Wilmington Savings and Loan Association. *A Half Century of Wilmington*. Wilmington Savings and Loan Association, 1976. 30 pp. SP Pub.**

Pamphlet of historical facts and photos.

**Workman, Boyle (told to Caroline Walker). *The City That Grew*. Los Angeles: The Southland Publishing Co., 1936. 430 pp. LB Pub.**

Scattered references to development of Los Angeles Harbor. Some port illustrations.

**Writer's Program, California. *Los Angeles, A Guide to the City and its Environs*. New York: Hastings House, 1941. UCLA.**

Supplies brief histories and points of interest at harbors: Long Beach pp. 244-259, Los Angeles pp. 219-223.

**Yale, Charles G. *Pacific Coast Harbors*. A description of the harbors, landings, roadsteads, and chutes on the coast of California, Oregon, and Washington. Our coasting trade. San Francisco, 1879. 43 pp. Hunt.**

Pp. 14-15 carry an excellent description of channel improvements and water depths in the Wilmington Lagoon at the date of publication. Yale was Secretary of the San Francisco Yacht Club.

## **VII. History Bibliography: Unpublished Manuscripts**

**Barness, Richard W. "The Maritime Development of San Pedro Bay, California, 1821-1921." Doctoral dissertation, University of Minnesota, 1963. 621 pp.**

**Bates, Eleanor H.** "The Cultural and Temporal Setting of Palos Verdes Prehistory." MS on file, University of Southern California, 1963.

An archeological study of the Palos Verdes Peninsula. Accurate archeological site locations are described adjacent to the study area.

**Bucher, J.** "History of the Los Angeles Harbor." University of Southern California thesis, 1915. 61 pp.

**Fort MacArthur.** A draft history of Fort MacArthur (untitled, no author). 110 pp.

Known to have been written circa 1955 by a resident WAC. Documented research and a useful summary. Appendix contains several useful documents relevant to harbor defense plans. Loaned by Col. R. E. Freeland.

**Holstein, W. E.** "A History of Wilmington." Masters thesis, University of Southern California, 1931.

**Kawasaki, Kanichi.** "The Japanese Community of East San Pedro, Terminal Island, California." Unpublished Master thesis, University of Southern California, May 28, 1931. 180 pp. Loaned by Arthur Almeida, President, ILWU Local 13.

**Krenkel, John H.** "History of the Port of Los Angeles." Claremont Graduate School, 1935. 151 pp.

**Miller, Willis H.** "The Port of Los Angeles." Masters thesis, University of Chicago, 1931. 237 pp.

**Ogden, A.** "The California Sea Otter Trade 1784-1848." Berkeley, 1938 Dissertation, Bancroft Manuscript.

This study finds Santa Barbara and north as the focus of trade.

**Thacker, M. E.** "A History of Los Palos Verdes Rancho." Masters thesis, University of Southern California, 1923.

**Wolfe, Thomas.** "Inter-American Maritime Disputes Over Fishing in the Twentieth Century." Ph.D. Dissertation, University of California, Santa Barbara, 1968.

Chapter 1 sheds light on the first cannery in San Pedro. As the search for fish spread south, San Pedro remained a focal point, and the fish industry history is followed up to the 1960's.

## **IX. History Bibliography: Special Collections**

**Banning Company Collection.** (12,104 pieces; 1859-1948) Huntington Library.

Business papers of the Banning Co., started by Phineas Banning, founder of the City of Wilmington, California. After his death the business was continued and expanded by his sons. The documents relate chiefly to Wilmington Harbor, Wilmington property, and Santa Catalina Island. An excellent source for the history of the harbor. See especially 49 letters written to Benjamin D. Wilson 1853-1873.

**Bixby Papers.** Palos Verdes Public Library and Art Gallery.

Largely legal history of land ownership but also yields personal and social data.

**California Historical Document Collection.** Huntington Library.

**Ernest R. Chamberlain Papers.** UCLA Special Collections (1923-1972).

Close associate of Mayor Bowron.



**Cornelius Cole Papers (1833-1943). UCLA Special Collections.**

Contemporary and consultant of Collis P. Huntington.

**Edward A. Dickson Papers. UCLA Special Collections.**

Dickson was editor-publisher of the *Los Angeles Evening Express*.

**Kevney Collection of Manuscripts on San Pedro and Wilmington. Los Alamitos Rancho, Long Beach.**

Kevney was once owner of Drum Barracks.

**Charles Tileston Leeds Collection. 500 pieces (1879-1960). UCLA Special Collections.**

Leeds was Lt. Col., U.S. Army Engineers and he supervised government improvements of Los Angeles Harbor.

**Long Beach Public Library, Literature and History Department.**

Extensive collection of clippings, pamphlets, and documents about Long Beach Harbor. Located in vertical file. Separate photo collection in another drawer.

**San Pedro Public Library.**

Clipping and pamphlet file on San Pedro.

**Stearns Collection. Approximately 12,500 pieces (1806-1935). Huntington Library.**

These comprise the correspondence, personal, business, and legal papers of Abel Stearns, pioneer ranch owner and businessman of Los Angeles and of the embarcadero San Pedro. See Group 3 "Material relating to the hide and tallow trade at San Pedro" (1831-1970), chronologically arranged, Boxes 81-83, and Group 5, the Gaffey Papers, a subgroup which contains a small collection of business papers relating to San Pedro (1884-1935).

**Temple, John. Huntington Library.**

Small collection of letters and other documents (1840-1860) of this Los Angeles businessman and owner of Los Cerritos Rancho who with David Alexander had a commercial house at the embarcadero San Pedro on the bluff.

**Tays, George. Los Angeles, 1939. Bancroft Library Manuscript, Berkeley, California.**

Transcriptions and translations of original documents relating to the ranchos in Los Angeles County, and particularly to Rancho San Pedro and Rancho Los Nietos with its principal subdivision, Rancho Los Cerritos.

**X. Newspapers**

**Alta California, December 3, 1859. "Description of San Pedro," February 4, 1860. "Going Ahead in San Pedro." Bancroft.**

San Francisco newspaper.

**Los Angeles Star. 1853-1870's with some omissions. Huntington Library.**

Early years are printed in English and Spanish.

**Los Angeles Times files.**

**San Pedro News Pilot, 362 West 7th Street, San Pedro. On microfilm, 1913 to December, 1976.**

**San Pedro Shipping Gazette. Various dates since 1883. Bancroft Library.**

**Santa Monica Outlook. Microfilm file (1891 through 1920). Santa Monica Public Library, Santa Monica.**

## **APPENDIX**

<b>Methodology</b>	<b>A-1</b>
<b>Inventory of Resources</b>	<b>A-5</b>
<b>National Register of Historic Places, Inventory-Nomination Forms, Pertinent Pages</b>	
Banning Home	A-13
Battery Osgood-Farley	A-17
Drum Barracks	A-27
Point Fermin Lighthouse	A-35
S. S. Catalina	A-41
<b>California State Historical Landmarks, Applications</b>	
Site of Home of Diego Sepulveda	A-45
Site of Old Whaling Station at Portuguese Bend	A-47
<b>Los Angeles Cultural Heritage Board, Fact Sheet</b>	
Old St. Peter's Episcopal Church, Harbor View Memorial Park	A-49

## **METHODOLOGY**

Investigation commenced with correspondence with Mr. William J. Murtagh, Keeper of the National Register and with the Office of Historic Preservation in Sacramento and in particular with Mr. Eugene Itogawa. These agencies helped me identify all the sites already marked at the State and National level. Mr. Edward Houck, Aide to Los Angeles Councilman John S. Gibson, Jr. and Liaison to the Los Angeles Cultural Heritage Board, placed me in contact with the Board, helped me identify and locate their harbor related historic-cultural monuments, provided me with office space in the San Pedro Branch of the Los Angeles City Hall, and scheduled two harbor tours on the cruiser *Angelena* for the researchers. I wish to thank Mr. Houck for his time and interest in this project and to thank Councilman Gibson and others on his staff for their help.

### **Oral Interviews**

This investigative technique only recently put into wide use by the historical profession was extremely helpful in identifying sites and in locating documents pertinent to their significance. The people I talked to represented the diversity of historical subjects common to harbor history and range from local historians, shipbuilders, port officials, and waterfront labor leaders to army personnel, amusement park operators, a drawbridge operator, and public relations officers. The information they offered was otherwise unobtainable and added an essential element to this report. A list of the informants is included in the bibliography.

### **Harbor Orientation and Onsite Inspection**

On the basis of information obtained from State preservation officers, the literature search, and oral interviews, the research assistant and I made numerous trips to the harbors to provide orientation for the ongoing research and to identify and photograph the sites. This method confirmed the existence and nonexistence of cultural resources and revealed that 20th century harbor construction had destroyed most of the 19th century landmarks.

### **Literature Search**

The literature search, although directed toward the two areas under study, included the broader patterns of history taking shape in the contiguous Spanish ranchos, in the municipalities of Long Beach and Los Angeles, along the south coast of California, and when pertinent across the nation. The literature search disclosed that works relating to historical and archeological sites at the harbors are both fragmented and superficial.

Historical literature was examined at the following:

#### **University and College Libraries**

California State University, Los Angeles  
California State University, Long Beach  
University of California, Los Angeles  
Bancroft Library, University of California, Berkeley  
Northrup University, American Hall of Aviation History

#### **Public Libraries**

Los Angeles City, Main Library  
Long Beach City, Main Library  
San Pedro

#### **Other Institutions and Private Agencies**

U.S. Army Corps of Engineers Library, Los Angeles District Office  
Henry E. Huntington Library, San Marino  
Los Angeles County Museum, History Division  
Southwest Museum  
Title Insurance and Trust Company History Library  
San Pedro News Pilot Archives and Microfilm Library  
Port of Los Angeles, History and Photo Archives  
International Longshoremen and Warehouse Union Library, San Francisco  
Arelo Sederburg Files, Public Relations, SUMMA Corporation

All citable literature was organized into a comprehensive bibliography. Entries in the historical section were annotated whenever this was felt useful.

I wish to thank all of these agencies and individuals for their genuine interest and extraordinary help in locating data pertinent to this project.

#### **Archeological - Underwater Resources**

Given the time allotment for this portion of the study, a thorough and comprehensive literature and records check of relevant data was made.

Although the bibliographies are not exhaustive lists of all available literature, all pertinent published and unpublished works, manuscripts, ethnographic data, and archeological site files were investigated. This information was obtained from the UCLA Archeological Survey, Dr. William Clewlow, Director; Professor Franklin Fenenga, Dept. of Anthropology, California State University, Long Beach; and Archeological Research, Inc. of Costa Mesa, Ms. Marie Cottrell, Director.

As much pertinent data as possible were transferred onto the five relevant USGS 7.5-minute topographic maps as well as the latest National Oceanic and Atmospheric Administration marine chart for the study area (Chart No. 18751: "Los Angeles and Long Beach Harbors 1976"). The onland data was plotted on USGS maps (going from west to east) of the San Pedro, Torrance, Long Beach, Los Alamitos, and Seal Beach quadrangles. All statements regarding the presence of archeological cultural resources within the study area are based on the sources of information cited in the previous paragraph.

#### **Personnel Conducting Survey**

The personnel who took part in this project and the time each spent on the project follows:

**Project Director:** David A. Williams, Professor of History, California State University, Long Beach, is a specialist in California and Western History. Educated at UCLA, where he acquired a B.A. and M.A. in History and USC where he acquired a Ph.D. in United States History, Professor Williams has been working on an Oral History of the Los Angeles-Long Beach Harbor area for some time. His interest in the harbor reflects his background as a seaman and longshoreman who worked at the harbor. Author of numerous articles and two books, *David C. Broderick, A Political Portrait* (Huntington Library, 1969) and *California The Golden State* (Doubleday, 1972) with Warren Beck, Professor Williams is presently on sabbatical leave and at work on several projects on California history. (5 days)

**Principal Investigator:** Dr. Lois Weinman holds an M.A. from California State University, Northridge, and a Ph.D. from the University of California at Los Angeles, 1970. She has taught

Latin America, United States, and California History at local universities including CSU, Los Angeles; CSU, Northridge; Occidental College; Mount Saint Mary's College; and California Lutheran College. Her publications include various articles on Ecuador, and she has presented papers at conferences of regional and national historical societies on her specialty, the cacao trade at the Port of Guayaquil. (53 days)

**Research Assistant:** Richard B. Speed received his B.A. in History from the University of California, Riverside, and a Masters degree in Modern American and European History from California State University, Long Beach. Mr. Speed has subsequently taught at Golden West College and is currently enrolled in a doctoral program in American History at the University of California, Santa Barbara. (8 days)

**Consultant, Marine Archeologist:** Dr. E. Gary Stickel, who holds an A.A., B.A., M.A., and Ph.D. (UCLA 1974) in Anthropology with a specialization in Archeology, is presently a lecturer at California State University, Long Beach, and a Research Associate of the UCLA Isotope Laboratory (radiocarbon dating laboratory). He has participated on and directed numerous archeological projects in California, Arizona, Switzerland, and Greece. He has been involved with California Archeology since 1965. He is presently serving as a member of the Society for California Archeology District 7 Policy Committee. He is also specially qualified in Underwater Archeology, teaching courses in this subject at California State University, Long Beach, and is currently studying California terrestrial and underwater data. (3 days) The methodology followed by Dr. E. Gary Stickel is discussed in the appendix (Methodology—Archeological-Underwater Resources).

**Consultant:** Dr. John O. Pohlman holds an M.A. from Occidental College and a Ph.D. from the University of California, Los Angeles, 1974. He has taught California History, the American West, and U.S. History at local universities including CSU, Long Beach; CSU, Northridge; CSU, Dominguez Hills; and Loyola University. He has published various articles and recently contributed to a *Guide to the Historic Sites in Los Angeles County*. (3 days)

Number of hours spent by Principal Investigator and Research Assistant:

Principal Investigator

Field investigation	95
Literature search	153
Oral interviews	50
Preparation of report	156

Research Assistant

Field investigation	28
Literature search	56
Preparation of report	14

Dr. Lois Weinman,  
Principal Investigator

# INVENTORY OF RESOURCES

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
1	POINT FERMIN LIGHTHOUSE	805 Paseo Del Mar, San Pedro. Extreme south end of Gaffey Street	Building	Good condition; occupied by park personnel	On National Register of Historic Places
2	SAN PEDRO BREAK-WATER AND ANGELS GATE LIGHTHOUSE	Tip of Cabrillo Beach, south and east for 11,080 feet where light-house stands	Breakwater and lighthouse	Well preserved; still in use	Nominate for National Register of Historic Places
3	KOREAN BELFREY	Upper Reservation, Fort MacArthur, San Pedro	Belfrey	Excellent, new	No recommendation
4	OSGOOD-FARLEY BATTERY	Upper Reservation, Fort MacArthur, south of Leavenworth Rd. at juncture with Osgood-Farley Rd.	Concrete emplacements, guns removed	Concrete control building emplacements, tunnels, and blockhouses well preserved but overgrown with weeds and in danger of vandalism	Combine with other resources on Upper Reservation (see below), create park and provide permanent maintenance

# INVENTORY OF RESOURCES (Continued)

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
5	SENTRY DOG CEMETERY	Upper Reservation, Fort MacArthur	Cemetery	Poor; metal markers separating from cement headstones, overgrown with weeds	Nominate for State Registered Landmark
6	BATTERIES LEARY-MERRIAM	Upper Reservation, Fort MacArthur, San Pedro	Concrete emplacements, guns removed	Concrete control buildings, emplacements, tunnels, and blockhouses well preserved but overgrown with weeds and collecting debris	Combine with other resources on Upper Reservation to create park. Provide permanent maintenance, nominate to National Register of Historic Places
7	BATTERIES BARLOW-SAXTON	Upper Reservation, Fort MacArthur, San Pedro	Concrete emplacements, guns removed	Concrete control buildings, emplacements, tunnels, and blockhouses well preserved; some parts currently maintained and cleaned	Same as site No. 6
8	ONE HUNDRED VARAS SQUARE	Lower Reservation, Fort MacArthur, southeast corner	Site	Historic structures (ruins) removed when Fort MacArthur was developed after 1900	Nominate for National Register of Historic Places

# INVENTORY OF RESOURCES (Continued)

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
9	MUNICIPAL WAREHOUSE NO. 1, LOS ANGELES HARBOR	S.E. end of Pier No. 1, Los Angeles Harbor	Warehouse	Well preserved; still in use	Nominate for State Registered Landmark
10	OLD ST. PETER'S EPISCOPAL CHURCH, HARBOR VIEW	24th St. and Grand Ave., San Pedro	Cemetery and building	Excellent; still in use	Presently Los Angeles Historic-Cultural Monument
11	MUNICIPAL FISH MARKET	Berth 72, Los Angeles Harbor, at the foot of 22d St. on Main Channel	Building	Well preserved; still in use	Nominate for Los Angeles Historic-Cultural Monument
12	DODSON RESIDENCE	859 West 13th Street, San Pedro	House	Still in use; well preserved	Presently Los Angeles Historic-Cultural Monument
13	TIMMS POINT AND LANDING	West side of Main Channel between 14th and 16th Sts., Los Angeles Harbor	Site	Physical site radically altered by dredge and fill operations	Present California State Registered Landmark



# INVENTORY OF RESOURCES (Continued)

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
14	FERRY BUILDING	Harbor Blvd. and 6th St. on Los Angeles Harbor Main Channel	Building	Good, presently used by Los Angeles Harbor Dept.	Present Los Angeles Historic-Cultural Monument
15	FIREBOAT NO. 2 AND FIREHOUSE	Berth 227 at the foot of old Dock Street, San Pedro (Terminal Island)	Boat and building	Excellent; still in use	Present Los Angeles Historic-Cultural Monument
16	VINCENT THOMAS BRIDGE	Over Main Channel, Los Angeles Harbor, where it meets Turning Basin	Bridge	Excellent	No recommendation
17	TERMINAL ISLAND SCHOOLHOUSE	333 Seaside Ave., Terminal Island	Schoolhouse	Well preserved; upper story is original building; presently Marine Corps Reserve Training Center	Nominate for National Register of Historic Places
18	S. S. CATALINA	Berth 96, Los Angeles Harbor	Ship	Well preserved	On National Register of Historic Places

# INVENTORY OF RESOURCES (Continued)

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
19	DIEGO SEPULVEDA HOMESITE	Southwest of the intersection of Channel St. and Gaffey Ave., San Pedro	Site	Presently commercial zone	Present California State Registered Landmark
20	BERTH 145, LOS ANGELES HARBOR; LONGSHOREMEN'S LANDMARK	Berth 145, Los Angeles Harbor (Wilmington) on West Basin	Berth and warehouse	Good; still in use	Nominate for State Registered Landmark
21	BERTH 158, PIER A, OLDEST WHARF	Northeast side, Slip 1, Inner Harbor, Los Angeles	Berth	Well preserved; still in use	Use caution in event of major change
22	BADGER AVENUE BASCULE BRIDGE	Crosses Cerritos Channel at Henry Ford Ave.	Bridge	Good. Operating draw-bridge; reported to be in need of new cement foundation	Nominate for National Registered Landmark and Perpetual Maintenance
23	EDISON POWER PLANT	East end of Terminal Island	Plant complex	Excellent; still in use	Nominate for National Register of Historic Places

# INVENTORY OF RESOURCES (Continued)

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
24	HUGHES FLYING BOAT H-K1	Northeast side of Pier E, Long Beach Harbor between Berths 120 and 121	Plane	Plane is reportedly in mint condition and could be flown	Nominate for National Register of Historic Places
	HUGHES DRYDOCK HANGAR	Northeast side of Pier E, Long Beach Harbor, between Berths 120 and 121	Drydock	In use	Nominate for State Registered Landmark
25	CRAIG SHIPBUILDING	1601 Water St. southeast side of Channel 3, Long Beach	Shipyard	Old office building, machine shop, and water tower in good condition and in use. Drydock will need maintenance	Nominate for State Registered Landmark
26	LOOFF CAROUSEL AND RESIDENCE	The Pike, Seaside Blvd. and Pine Ave. at Long Beach Amusement Co. lot	Carousel and house	Marginal state of preservation; still in use	Nominate for State Registered Landmark
27	OLD WHALING STATION AT PORTUGUESE BEND	2-1/2 miles east of Point Vicente Lighthouse 100 yds. west of Marineland	Site	No historic structures	Present California State Registered Landmark

# INVENTORY OF RESOURCES (Continued)

SITE NO.	HISTORIC RESOURCES	LOCATION	TYPE	STATE OF PRESERVATION	RECOMMENDATIONS OR PRESENT MARKING
28	DRUM BARRACKS	1053 Carey St., Wilmington	Buildings	Poor; only Powder Magazine and Officer Quarters remain	On National Register of Historic Places
29	GENERAL PHINEAS BANNING RESIDENCE	401 East M St., Wilmington	Building	Well preserved; original grounds maintained as Banning Park	On National Register of Historic Places
30	ST. JOHN'S EPISCOPAL CHURCH	1537 Neptune Ave., Wilmington	Building on new site	Well preserved; used for regular worship	Presently Los Angeles Historic-Cultural Monument

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: <u>California</u>	
COUNTY: <u>Los Angeles</u>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

**1. NAME**

COMMON: Banning Home

AND/OR HISTORIC: The Gen Phineas Banning Residence

**2. LOCATION**

STREET AND NUMBER: 401 East M Street

CITY OR TOWN: Wilmington

STATE: California CODE: COUNTY: Los Angeles CODE:

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input checked="" type="checkbox"/> Public	<input checked="" type="checkbox"/> Occupied	Yes: <input type="checkbox"/> Restricted
<input type="checkbox"/> Site	<input type="checkbox"/> Private	<input type="checkbox"/> Unoccupied	<input checked="" type="checkbox"/> Unrestricted
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input type="checkbox"/> Preservation work in progress	<input type="checkbox"/> No

PUBLIC ACQUISITION:  
☐ In Process  
☐ Being Considered

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input checked="" type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

**4. OWNER OF PROPERTY**

OWNER'S NAME: City of Los Angeles - Parks and Recreation Department

STREET AND NUMBER: City Hall - 200 N. Spring Street

CITY OR TOWN: Los Angeles STATE: California CODE:

**5. LOCATION OF LEGAL DESCRIPTION**

COUNTYHOUSE, REGISTRY OF DEEDS, ETC.: Hall of Records

STREET AND NUMBER: 220 N. Broadway

CITY OR TOWN: Los Angeles STATE: California CODE:

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY: California Historic Landmarks Advisory Committee

DATE OF SURVEY: ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: Department of Parks and Recreation

STREET AND NUMBER: 1416 9th Street

CITY OR TOWN: Sacramento STATE: California CODE:

STATE: California

COUNTY: Los Angeles

FOR NPS USE ONLY

ENTRY NUMBER

DATE

# 7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Large Victorian Style two story frame building - containing 30 rooms built circa 1863-1864 by General Phineas Banning, founder of the town of Wilmington. The building today is in good condition, is furnished, and open to the public. It occupies its original site, and has good environmental surroundings. It is State Historical Landmark # 147. Original grounds maintained as Banning Park.

Plan dimensions are approximately 50' x 107'. In addition to the first and second floors, there is a spacious attic making a third story and a full basement. The entire structure is wood, and the basement is so well constructed that in the 116 years since it was completed (1864-1970) there has been remarkably little deterioration. The interiors are high-ceilinged; most of the rooms have fireplaces. The gabled and shingled roof is surmounted with a cupola. The attic alone contains four rooms, a hallway and two large storage areas. The basement contains a 45' x 56' ballroom, a refreshment room, and several household service rooms. Exterior basement walls are of stone. Ceilings and walls are plastered throughout.

Bounded on the north by Pacific Highway, on the east by Eubank Avenue, on the south by K Street, on the west by the first street west of Banning Boulevard, being about 1200 feet along Pacific Highway by about 750 feet in depth.

### 3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian;      ☐ 16th Century      ☐ 18th Century      ☐ 20th Century  
☒ 15th Century      ☐ 17th Century      ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

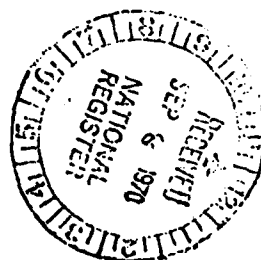
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |  |   |  |
|--|--|---|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education           | <input type="checkbox"/> Political      | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering         | <input type="checkbox"/> Religion/Phi-  | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic                | <input checked="" type="checkbox"/> Industry | losophy                                 | _____                                    |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention           | <input type="checkbox"/> Science        | _____                                    |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape           | <input type="checkbox"/> Sculpture      | _____                                    |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Architecture        | <input type="checkbox"/> Social/Human-  | _____                                    |
| <input type="checkbox"/> Commerce                | <input type="checkbox"/> Literature          | itarian                                 | _____                                    |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Military            | <input type="checkbox"/> Theater        | _____                                    |
| <input type="checkbox"/> Conservation            | <input type="checkbox"/> Music               | <input type="checkbox"/> Transportation | _____                                    |

STATEMENT OF SIGNIFICANCE

General Phineas Banning, founder of Wilmington and called "the father of Los Angeles Transportation" was general in the local militia during the Civil War. The development of the Los Angeles Harbor Area was in large part due to Banning. The Banning Home was built circa 1863-1864 and was far and away the largest and most impressive structure built in the harbor district.

It is interesting to note that the Banning Home was built during the Civil War when labor was scarce. Historical accounts say that Banning would greet ships when they came into port and persuade shipwrights from the many clipper ships to spend their shore leaves working on the construction of his mansion.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**  
FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1. NAME**

HISTORIC

AND/OR COMMON

Battery Osgood-Farley

**2. LOCATION**

STREET & NUMBER

Fort MacArthur Upper Reservation

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

San Pedro

VICINITY OF

STATE

CODE  
06

COUNTY

Los Angeles

CODE

037

California 90731

**3. CLASSIFICATION**

**CATEGORY**

☐ DISTRICT

☐ BUILDING(S)

☒ STRUCTURE

☐ SITE

☐ OBJECT

**OWNERSHIP**

☒ PUBLIC

☐ PRIVATE

☐ BOTH

**PUBLIC ACQUISITION**

☐ IN PROCESS

☐ BEING CONSIDERED

**STATUS**

☒ OCCUPIED

☐ UNOCCUPIED

☐ WORK IN PROGRESS

☒ ACCESSIBLE

☐ YES: RESTRICTED

☐ YES: UNRESTRICTED

☐ NO

**PRESENT USE**

☐ AGRICULTURE

☐ MUSEUM

☐ COMMERCIAL

☐ PARK

☐ EDUCATIONAL

☐ PRIVATE RESIDENCE

☐ ENTERTAINMENT

☐ RELIGIOUS

☐ GOVERNMENT

☐ SCIENTIFIC

☐ INDUSTRIAL

☐ TRANSPORTATION

☒ MILITARY

☐ OTHER:

**4. AGENCY**

REGIONAL HEADQUARTERS (If applicable)

U. S. Army

STREET & NUMBER

Fort MacArthur

CITY, TOWN

San Pedro 90731

VICINITY OF

STATE

California

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

County Hall of Records, Los Angeles County

STREET & NUMBER

320 West Temple Street

CITY, TOWN

Los Angeles

STATE

California

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE

Deed to Fort MacArthur Upper Reservation

DATE

July 8, 1910

☐ FEDERAL ☐ STATE ☒ COUNTY ☐ LOCAL

DEPOSITORY FOR

SURVEY RECORDS

Book 1214, Page 147, Los Angeles County Records

CITY, TOWN

Los Angeles

STATE

California



## DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

1. Architecturally Battery Osgood-Farley, the subject for nomination as a historic place, is a structure of gun emplacement that is entirely constructed of concrete-partially reinforced.

2. The subject Battery is a typical example of construction of fortification designed for the purpose of Coast and Harbor Defenses during the turn and first part of this century. At that period of time it was the Army's responsibility for the protection and defense of this nation's coasts and harbors. Consequently Harbor Defenses were created for all major harbors and seaports on the Atlantic, Gulf of Mexico, Pacific Coasts, the Hawaiian and Philippine Islands. Such protection or defense was developed around major caliber rifles (cannons) and electrically controlled mine fields. As previously mentioned the Coast or Harbor Defenses were the responsibility of the Army and the delegated branch of service for such defenses was the Coast Artillery.

3. The design of such gun emplacements or fortifications at this period of time had retreated from a casement type of installation, in which the armament would be visible to offshore attacking naval ships, to the placing of the fortification at the ground level or line, the construction being compatible to the terrain-thus the net result was a gun emplacement or fortification which was at ground level and not visible to the observation by offshore attacking naval ships.

4. To make such an emplacement or fortification practical, a rifle (cannon) was developed upon what was known as a disappearing carriage. This rifle (cannon) was not visible above the terrain level except when in the position to fire. All fire control was by remotely located base-end fire control stations employing optical instruments for tracking of the target. The azimuth reading of these base-end stations was translated into position location of the target graphically on a plotting board within the gun emplacement. Since the area of defense was incorporated within a local plane grid coordinate system, theoretically the gun emplacement should inflict a direct hit upon the target with each round of ammunition fired. However, the laws of ballistics, winds, earth rotation, heights and the ammunition (powder) made such an accomplishment difficult. It was upon the firing command that the rifle upon the disappearing carriage was released from its "in battery" position, allowed to rise above the surrounding parapet, with the computed elevation and azimuth set in and fired - the recoil of the rifle forced (drove back) the carriage back into battery position where it was reloaded. However, the design of the gun carriage itself was a detracting factor to performance of the capabilities of the weapon, the disappearing carriage restricted the elevation of the rifle and thereby decreased rifle's range.

5. The subject Battery Osgood-Farley is similar and typical to the large number of gun emplacements that were constructed during this period of time - it can be estimated that the number of gun emplacements constructed was in the hundreds. Of all these gun emplacements constructed it may be assumed that they all are still in existence, some on active military installations being used for other uses than the designed capability; others on deactivated or abandoned military installations and others being lost or overgrown by surrounding vegetation. Due to the type of construction, there has been no cheap or expedient method to demolish any of these gun emplacements.

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DESCRIPTION

6. Of the number of gun emplacements constructed of the period of years until the deactivation of the Coast Defenses in 1950, none engaged an attacking force in actual combat excepting those in the Philippine Islands (Fort Mills, Fort Hughes, Fort Drum and Fort Frank). It was during the World War II conflict, the siege of these Forts by the invading Japanese forces, that glaring deficiencies in the design of this type of fortifications became apparent. They were designed for a frontal or sea attack only - bombardment from the rear was their undoing or destruction.

7. There was (shortly prior to World War II) an accelerated program underway for the modernization of the Coast Defenses. The below ground firing platform was abandoned in favor of exposed casement type installation which would provide greater firing range and protection. The subject modernization program was confined mainly to the continental limits of the United States, Alaska and the Hawaiian Islands. These new gun emplacements were more massive in concrete construction than preceding structures and they themselves defy destruction or disposition.

8. There has been several books written and considerable research made by reputable authors and historians as to the extent and remains of the Coast Artillery (Harbor Defenses). The location of numerous gun emplacements had become lost and only through diligent research by these historians have they located and chronicled these installations.

9. The construction of Battery Osgood-Farley was adapted to the existing terrain of the Upper Reservation, Fort MacArthur overlooking the Pacific Ocean in a southerly direction. The emplacement was of a cut and cover type of construction - the area of the emplacement being deeply excavated so that the required concrete emplacement could be constructed without a great deviation in the surrounding terrain. The Battery (Osgood-Farley) was a two gun emplacement (14" bore diameter each). These gun emplacements were of exposed construction with fronting parapet walls 14' in height. The guns(carriages) were emplaced in gun wells directly behind the parapet walls. The gun wells were 20' in depth. The entire area (firing platform) behind the parapet was paved in a semi-circular

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DESCRIPTION

pattern with concrete to provide ease of operation for the access of shell and powder carts. The gun (firing) platforms were connected to the main underground structures with galleries (tunnels) and open access roads. The main underground structure was the center or hub of the battery, containing shell and powder chambers, plotting rooms, generator room, power room and storage room. The entire structure was interconnected by main truck corridors, air galleries and doors. The main structure was of concrete construction, the ceiling height being 10' with interior walls of 3' thickness. The exterior walls towards the front and sides of the structure are 16' in thickness. The ceiling or roof of the main structure is 9' in thickness with approximately 10' of earth overburden. The parapet walls in front of the gun emplacements are 20' in thickness and full depth of the parapet height.

10. The rear wall of the main underground structure is exposed-rising to the height of 30'. Located in the face of this rear wall are all the main entrances to the truck corridors, power rooms, plotting rooms, etc. Adjacent to this rear wall or parapet is the latrine and storage building. This building is separated from the main underground structure by an exposed, paved service area. This service area is connected or joins the main access road to the battery. The latrine and storage building is of entire concrete construction, no earth overburden on the roof or ceiling.

11. The battery is equipped with electric lights, having connection to commercial electrical power. The standby or emergency generator plants are inoperable at this time. The latrines are connected to sanitary sewer mains. There is also in existence voice speaking tube and mechanical indicator tunnels which were used to transmit azimuth and elevations to the guns when they were in existence. Also in the battery is a switchboard room which is still connected to and a part of the post signal system. The battery is well adapted to the surrounding terrain, and is covered with native vegetation, ice plant and landscaped with evergreen and deciduous trees.

## SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

(1) Battery Osgood-Farley was selected for nomination as a representative portion of the defense system that existed during the period 1917-1947.

(2) Background:

(a) Troubles in the Far East and heightening tensions in Europe caused the War Department planners in 1908 to project plans for a strong harbor defensive installation at Fort MacArthur. As a result of these planners activities, action was taken in 1910 to acquire the land, now known as the Fort MacArthur Upper Reservation, as gunsites for large coastal guns. In 1912, construction was started and in 1916, under the authority of the War Department, General Order Number 15, Battery Osgood-Farley was named in honor of Brigadier General Henry B. Osgood, U. S. Army, who died March 12, 1909 and Brigadier General Joseph P. Farley, U. S. Army, who died April 6, 1912. The construction of Battery Osgood-Farley of reinforced concrete to house the 14-inch disappearing carriage rifles was finally completed in the fall of 1917. Each of the 14-inch rifle tubes weighed about 100,000 pounds and the arrival of each was an important event in the lives of the local residents. Being much heavier than what the movers normally moved, the tubes were snaked up to the upper reservation sometimes at a rate of only three feet per day.

(b) The first regular Army unit assigned to man the battery at Fort MacArthur was the 4th Company, 38th Artillery. They were transferred from Fort Scott, California, arriving March 23, 1917. Originally, the 38th Company of Artillery, part of the Army of the Potomac during the Civil War, the unit was later designated the 3rd Anti-aircraft Company, prior to its departure for France in November 1917.

(c) United States involvement in World War I accelerated the building program at the Fort, and during the winter and spring of 1917-18 many temporary buildings were constructed on the Upper Reservation. These buildings and tents housed the Training Center which furnished the major portion of the 5,000 men Fort MacArthur trained and started on their way to France prior to the Armistice.

(d) During an inspection trip in April 1924, BG Henry D. Todd, Commander, Ninth Coast Artillery, stated that the big guns at Fort MacArthur were too few and too short range to carry out their mission of harbor defense. Emphasis shifted from the heavy coastal defense weapons theory to that of anti-aircraft and anti-submarine warfare defense. And, although the heavy artillery pieces remained an important part of the defense system, three companies of the 63rd Coast Artillery (AA) were assigned to Fort MacArthur from Fort Scott, California, in March 1930. The Coastal Defense Artillery at Fort MacArthur saw limited "action" during WWII. During the early months of 1942, numerous sightings of submarines were reported off Southern

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SIGNIFICANCE:

California. The freighter Absoroka was torpedoed off Point Fermin. The SS Montebello was sunk by torpedo fire off San Simeon. Although none of Fort MacArthur's "heavies" ever went into action, the day following the attack on the Absoroka, Battery "F", 105th Field Artillery Battalion, fired 10 rounds of smaller ammunition from the Upper Reservation at what was reported to be an enemy submarine approximately 4,000 yards off Redondo Beach, California. All traces of the submarine had disappeared next morning and it was assumed that it had sunk. The unit was sited for its action after the war.

(e) As the enemy was driven across the Pacific, the need for maintaining all batteries at full commission lessened. One-by-one, the weapons at Fort MacArthur were inactivated. In 1946, the permanent pieces in the Osgood-Farley Battery as well as the other Batteries were sold for junk.

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Smithsonian Institute - Seacoast Fortifications of the United States: Introductory History by Mr. Emanuel Raymond Lewis. (Wash, D. C.: Smithsonian Press, 1970).

## GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 24a.  
UTM REFERENCES

a	11	318,000,80	37	13,100,00	b	11	318,000,80	37	13,100,80
ZONE	EASTING	NORTHING	ZONE	EASTING	ZONE	EASTING	NORTHING	ZONE	EASTING
c	11	317,270,00	37	13,030,00	d	11	317,970,00	37	13,100,00
ZONE	EASTING	NORTHING	ZONE	EASTING	ZONE	EASTING	NORTHING	ZONE	EASTING

### VERBAL BOUNDARY DESCRIPTION

Bounded by Paseo del Mar, Roxbury Street, Leavenworth Drive and a line north from the foot of Target Range Road to the intersection with Leavenworth Drive.

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## FORM PREPARED BY

NAME / TITLE

Colonel Charles L. McNeill, Dir, Fac Eng

4 December 1975

ORGANIZATION

Facilities Engineering, U. S. Army

DATE

408-242-4421

STREET & NUMBER

HQ, 7th Inf Div & Fort Ord

TELEPHONE

CITY OR TOWN

Fort Ord

STATE

California 93941

## CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES ☒

NO ☐

NONE ☐

2-13-76

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ☐ National ☐ State ☐ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

### FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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Los Angeles Times - January 20, 1907  
Los Angeles Times - February 4, 1907  
San Pedro Pilot - October 23, 1909  
San Pedro Pilot - March 1, 1911  
San Pedro Chamber of Commerce, Brochure, February 22, 1926  
Standard Oil Bulletin, September 1929  
San Pedro News-Pilot - May 11, 1935  
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Los Angeles Herald Express - June 3, 1936  
Psy Ops Reservist, FMA, - August 16, 1963  
San Diego Union - February 2, 1964  
San Pedro News-Pilot - November 2, 1964  
Los Angeles Times - October 16, 1966  
Long Beach Press-Telegram - April 7, 1967  
Los Angeles Times - January 12, 1968  
San Pedro News-Pilot - October 1, 1969

Various news items or references covering 1916-1920's from two San Pedro papers.

## 7





UNITED STATES DEPARTMENT OF THE INTERIOR  
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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: California	
COUNTY: Los Angeles	
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ENTRY NUMBER	DATE

1. NAME				
COMMON: Drum Barracks				
AND/OR HISTORIC: Drum Barracks				
2. LOCATION				
STREET AND NUMBER: 1052 Carey Street				
CITY OR TOWN: Wilmington (Los Angeles)				
STATE: California		CODE: 05	COUNTY: Los Angeles	CODE: 037
3. CLASSIFICATION				
CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)	<input type="checkbox"/> Comments
4. OWNER OF PROPERTY				
OWNER'S NAME: Department of Parks and Recreation				
STREET AND NUMBER: 1416 9th Street (Resources Building)				
CITY OR TOWN: Sacramento		STATE: California	CODE: 05	

5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Hall of Records				
STREET AND NUMBER: 320 Temple Street				
CITY OR TOWN: Los Angeles		STATE: California	CODE: 05	
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY: California Historical Landmarks Advisory Committee				
DATE OF SURVEY: 2/89				
DEPOSITORY FOR SURVEY RECORDS: Department of Parks and Recreation				
STREET AND NUMBER: 1416 9th Street (Resources Building)				
CITY OR TOWN: Sacramento		STATE: California	CODE: 05	

STATE: California
COUNTY: Los Angeles
ENTRY NUMBER
DATE

7. DESCRIPTION	
CONDITION	(Check One)
	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input checked="" type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	(Check One) <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>The buildings comprising the Military Headquarters, erected in 1862, were substantial wood frame structures. They included a commanding officer's quarters, adjutant's office, two large barracks for soldiers, a hospital, guardhouse, laundry, commissary and a stone powder magazine. Only the "Powder Magazine" and the "Officer's Quarters" buildings remain.</p> <p>The Officers Quarters building is in fair condition with only minor alterations, closely follows its early form, a late Greek revival style with the hipped roof of the earlier Federal style. It is a two-story wood frame structure approximately 60' x 87' resting on exposed brick foundation; finish floor level about 26" above grade. The hipped roof is covered with wood shingles; exterior walls have wood siding. The front porch (11' x 24') on the east side is the most prominent exterior feature. It has a wood floor, wooden steps, a wood railing with turned wood balusters. Four wood posts (6" x 6") have elaborate wood caps with brackets of open scrollwork. The eaves of the porch roof are supported by a bracketed architrave. The porch roof is bounded on three sides by a wood railing; corner posts are topped by ornamental wood spheres. An uncovered "U"-shaped veranda 40" wide with a 30" high wood railing extends around the rear (west) patio. Brick chimneys extend up from front rooms and serve fireplaces on both floors. Two front doors with side lights and transoms arranged symmetrically about a centerline give access from front porch to long hallways. Over each entrance is a simple wooden pediment. The wooden rear doors have six horizontal lights in the upper half; frames are of painted soft wood with applied stops and plain wood casings. Windows, grouped in pairs at each floor, are typical double hung wood with six light top and bottom sash. Louvered wood shutters flank each window. Frames and exterior trim are painted wood, head casings are pedimented. The bracketed cornices have molded wood eaves trough and paneled soffit between brackets; frieze is paneled to match soffit.</p> <p>The building is oriented with its long axis in an east-west direction and the floor plan is symmetrical about its centerline. The front (east) portion of the building has two stories; two identical one-story wings project to the rear (west) enclosing a "U"-shaped patio open at the west end. Two side by side identical halls with stairways, separated by a party wall, extend from front to rear. Each half of the first floor contains two 20' x 20' rooms with 14' high ceilings. Each front room has a brick fireplace. Service rooms for the lower quarters were in the one-story rear wings. The stairways in the halls give access to the second floor quarters. The stairways have polished mahogany railings, balusters and newels. Interior walls and ceilings are, for the most part, plastered over wood lath. Floors are soft wood.</p>	

K. SIGNIFICANCE			
PERIOD (Check One or More as Appropriate)			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	
SPECIFIC DATE(S) (If Applicable and Known)			
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)			
<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input checked="" type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input checked="" type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry		<u>Camel Pack</u>
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	<u>Train Terminus</u>
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Social/Humanitarian	
<input type="checkbox"/> Commerce	<input type="checkbox"/> Literature		
<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Military	<input type="checkbox"/> Theater	
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	
STATEMENT OF SIGNIFICANCE			
<p>Drum Barracks was established at Wilmington in 1862 and became the United States Military Headquarters for Southern California, Arizona, and New Mexico. It was a garrison and base for supplies, and a terminus for camel pack trains operated by the Army until 1863. Abandoned in 1866, the site remains a landmark of the Civil War in California. The building located at 1053 Carey, was the officers' barracks. Only one other structure remains of those which formed the quadrangle. The powder house near here is that structure.</p> <p>Historic Landmark #169</p>			



## DRUM BARRACKS and THE CAMEL CORPS

Published by the American Society of Corporate Historians for the California History Commission in co-operation with the Society for the Preservation of Drum Barracks.

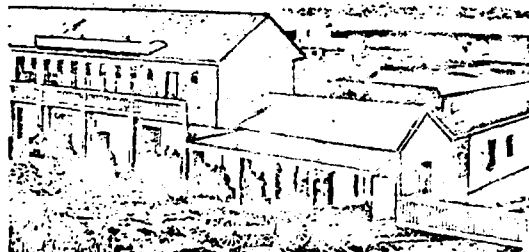
### DRUM BARRACKS OF CIVIL WAR DAYS TO BE DEDICATED AS HISTORICAL LANDMARK

Drum Barracks remains one of the few landmarks of the Civil War in California. The Pacific Coast was far removed from the scene of hostilities, especially because transcontinental transportation facilities at that time were undeveloped and inadequate. Despite the isolation of the West, the Union leaders felt that the loyalty of the frontier was essential to their success. War fever was high in California after the firing upon Fort Sumter, and the trend of events in the East was watched eagerly. Sympathizers of both "the blue and the gray" were numerous; in many localities Southern feeling was in the ascendency and constituted a real menace to the Union cause. Hence, military posts were placed throughout the western frontier to keep the secessionist elements in leash.

Camp Drum was established in 1862 at Wilmington, California, as a garrison and base for supplies for the Department of Southern California, Arizona and New Mexico. Abandoned as a military establishment in 1866, at the close of the Civil War, Drum Barracks' historic career was of short duration, although none the less important. Its site, with the buildings which remain, constitute an intensely interesting landmark.

Quartermaster Winfield Scott Hancock went to Los Angeles in May, 1859, to secure a location for a military post for the Department of the West. The site of Drum Barracks was offered, with another strip of land, by Generals Phineas Banning and B. D. Wilson for a consideration of one dollar. The garrison was named for Adjutant General Richard Coulter Drum, who had been the head of the Department of the West for several years. The buildings comprising the military headquarters were erected at a cost of more than a million dollars. They were large and of a substantial character. They included a commanding officer's quarters, adjutant's office, two large barracks for soldiers, a hospital, guard-house, laundry, fire-proof stone magazine, and commissary. The barracks were built by Captain Swazey on an elevated location with a fine view of the sea and covered about thirty acres of ground. The depot buildings for commissary and quartermaster stores, stables and corrals were erected by Captain Morris in 1862. These buildings were complete, well built and of an elaborate style. They were located near the steamboat landing at Wilmington and covered seven acres. This part of Drum Barracks was under the direction of Major Morton, 9th Infantry, who was formerly provost-marshal in San Francisco on General McDowell's staff. The materials used in constructing the buildings, except those for the powder magazine, were shipped around Cape Horn. The powder magazine was made from stone and cement of local origin; iron was used for the great doors.

At first the California Volunteers were located at Camp Drum. Later in the war, the post became a rendezvous of recruits for the troops in Arizona and served as a depot for their supplies, when only one company of regular troops comprised the permanent garrison. The number of soldiers at Camp Drum during the war years varied from 2,000 to 7,000. The officers stationed at the barracks at different intervals included many men im-



*Banning Stage at Drum Barracks — 1864*

portant at that time, or, who later became well known in government service and California history. Some of these men were: General Winfield Scott Hancock, General Philip Henry Sheridan, General Phineas Banning, General George Stoneman, Colonel Cave J. Couitts.

The presence of numerous soldiers and officers stationed at Drum Barracks greatly increased the activity and prosperity of the town of Wilmington. The purchase of supplies created a lucrative trade for the merchants. All of the supplies for the troops in Southern California, Utah, Arizona and New Mexico passed enroute through Camp Drum and contributed to make it an important place.

Drum Barracks, as the military headquarters for Southern California and Arizona, was expected to send immediate relief to any part of that territory, in the event of any needed assistance. Secessionist elements were prominent throughout the West. It was felt that Drum Barracks garrison was inadequately equipped to cope with marauders over such an extensive territory. Cavalry was required to pursue culprits through the desert and over mountains. Raids and depredations on the property and livestock of men who supported the government were so frequent that petitions were made to the commander of the Pacific military department to supply Drum Barracks with more troops. A raid was made in the Tehachapi



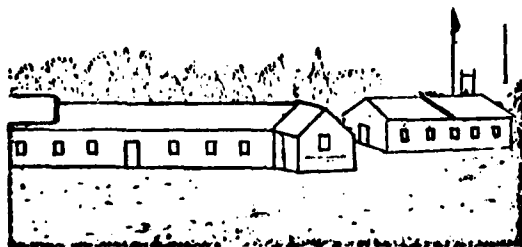
*Drum Barracks Warehouse Buildings — 1860's*

Valley, during which Union sympathizers were robbed in broad daylight and the desperadoes escaped unhindered. The same band, numbering 300, camped in the mountains near San Bernardino and were believed to have perpetrated a raid on that town. Arizona was similarly harassed; and marauding Indians endangered the pioneers on the frontiers.

The strong secessionist elements in Los Angeles and its vicinity were kept down by the presence of the soldiers at Drum Barracks. During the entire war, there were evidences of ill feeling; and disturbances were often quelled by the troops from Camp Drum. When the news of the defeat of Lee's army at Gettysburg and the fall of Vicksburg was received, the supporters of the government were eager to demonstrate their joy. A clerk in the postoffice began a celebration of the victory by setting off a firecracker or torpedo. Several armed secessionist townsmen appeared, declaring they would not allow a celebration of the victory. At this point, the postmaster, William G. Steel, came out of the office by a side door. At his appearance, a revolver was discharged at him; the bullet passed close to him, but entered the wall beyond. The lights were at once extinguished, and the Union men attempted to defend themselves. A detachment of volunteers from Camp Drum, on their way to Owens River as an escort to a supply train, rode up in front of the postoffice and restored law and order. The commanding officer told the citizens they would be protected from their assailants so that they might manifest their joy in celebrating the success of the Union armies. Because of demonstrations by the secessionists, Captain Hillyer and his infantry, with 25 additional men under Lieutenant McCann, were sent from Drum Barracks to take up a post near Los Angeles in a position to command the town.

Other activities assumed some importance at Drum Barracks. This was one of the army posts where the camels which the government imported for use in transportation in the Southwest were kept. During the Civil War camel freight trains made regular trips to and from Fort Tejon,

*Drum Barracks About 1864*



Los Angeles and Camp Drum. The experiment in camel transportation was a spectacular and often amusing one. It was tried out by the United States government in order to find an economical and rapid means of communication and transportation to the Pacific Coast and throughout the Southwest. Many persons thought the camel an admirable solution of the problem because of its great endurance, ability to pack tremendous loads at a good pace, and at the same time to thrive on desert vegetation and brackish water. Jefferson Davis and Lieutenant Fitzgerald Beale were prominent among the camel advocates. They were well acquainted with the western country and thought the whole territory especially well adapted to the habits of the animal. Congress, in March, 1855, appropriated \$30,000 to be used by the War Department for the importation of dromedaries and other camels to be used for military purposes.



*Camel at Drum Barracks Warehouse — 1862*

Major C. Wayne and Lieutenant David D. Porter were commissioned to purchase the animals in Egypt and Arabia. They started out for their camel cargo in December, 1854. In Egypt they purchased thirty-five camels at an average price of \$250 each. They took the animals on board the ship *Supply* and landed them at Indianola, Texas. A second expedition to Egypt returned to Texas February 10, 1857, with forty-seven camels. Half of the herd were utilized in packing on the plains of Texas and in Southern Arizona. The other half were taken to Albuquerque, New Mexico, and from there by Lieutenant Fitzgerald Beale via the Mojave Desert to Fort Tejon. It took the caravan five months to reach its destination. The trip would have been made more quickly if several of the imported Greek and Turkish drivers had not balked in Texas and refused to accompany Beale on his trip, declaring they had not received the pay due them since January.

Beale's men did not understand how to pack the camels properly; many stops were necessary in order to pick up and repack the scattered items loosened by the swaying of the animals. Some of the Turkish and Greek drivers overtook Beale's party later; but they irked Beale by their escapades more than they assisted him. They continually quarreled with the mule drivers and there was considerable difficulty in keeping them sober. The natives of a rancho gave the expedition party such a welcome that Beale said he was obliged to restrain the men from drinking Spanish wine by administering to several, especially the Greeks and Turks, a quantity of oil for boots. Another member of the expedition declared that "a good tough piece of wagon spoke, aimed tolerably high" was required to move a half-drunk Turk. Only about six of the foreign drivers ever reached California. Three of these, Higo Alli, Greek George and Hi Jolly, were employed by the government for a number of years.

Following their arrival in Los Angeles, the camels were driven to Fort Tejon. The first excursions and public appearance of the animals occasioned great excitement and curiosity. For more than a year they were kept at Fort Tejon, Drum Barracks, and other places in the southern part of California, and were used to transport supplies from one post to another. Various experiments to use camels, including an express line connecting with points in Arizona and New Mexico, another from Los Angeles to Fort Mojave called the "Dromedary Line" as well as freight and passenger lines to the east, ended in failure. In 1861, the camp at Fort Tejon was broken up, the camels were scattered about Southern California and remained idle and neglected at military posts because the army officers preferred mules. The camel experiment was generally recognized as a failure and in September, 1863, Secretary of War Stanton ordered all the government camels sold at public auction. Thirty-five camels were herded to Benicia where they were sold at auction to Samuel McLenehan. He disposed of all of them to various parties except ten choice animals with which he expected to establish a camel freight express from Sacramento to Nevada. However, later he sold them in Nevada where they were used to carry supplies to the mines and pack salt to the silver mines. The camels left in California following the auction at Benicia were sold to private individuals, circuses and zoological parks, and some to Lieutenant Beale.

The failure of the camel experiment was not due so much to the fault of the animals themselves as to inability or unwillingness of the men who drove them to get along with them. "Every attempt to organize a caravan resulted in mutiny among troopers and teamsters" who preferred the old army mules, which would exchange kicks for cuffs and profane outbursts, rather than the sneering looks of disdain affected by the camels. In 1862, when a transcontinental railroad was assured, as well as shorter roads, the principal reason for experiments in camel transportation was removed. Lieutenant Beale retained several camels at his ranch in the vicinity of Fort Tejon, but all of the camels were removed from Drum Barracks with those sent to Benicia.

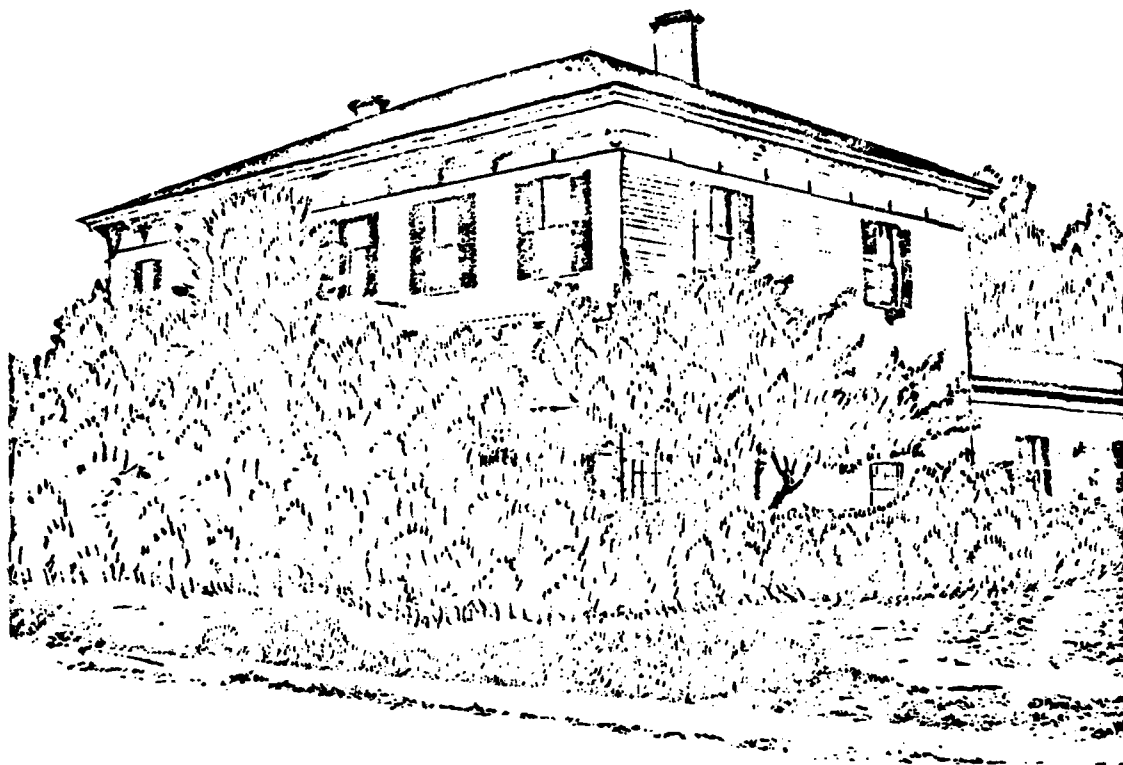
In 1866, Drum Barracks was abandoned by the government. That was a catastrophe for the town of Wilmington, whose importance and prosperity were dependent on the military post. In 1873, the camp was offered by the government at public auction, and was purchased for less than ten thousand dollars by B. D. Wilson. The

buildings were sold at auction; some of them removed; several were destroyed by fire, and others remained intact on the premises. About ten acres of the land and two buildings were given by B. D. Wilson to the Los Angeles Conference of the Methodist Episcopal Church South, to establish Wilson College. This project was abandoned because of hard times created by droughts and floods. The buildings and grounds were sold later for \$800. The hospitals and soldiers' barracks were destroyed by fire. A large flagpole, which stood in front of the fort for many years, was finally used for fence posts and firewood. The old guardhouse, with its barred windows and cells secured by immense bolts, was used for a long time by a Japanese gardener as a stable. The powder magazine and officers' quarters survived the years in the best condition. A Mr. Kolhorst purchased the land on which the powder magazine was located in order to save the old building from destruction.

The officers' quarters were preserved by Thomas F. Keaveney and made into a charming residence. It is a large white building, of colonial design, surrounded by tall palm and cypress trees. There are sixteen large rooms, twenty feet square, with many windows. Four huge old-fashioned fireplaces, mahogany balustrades, high-ceilinged halls and four large porches contribute to the attractiveness of the house. Shingles of split cypress, with cut nails and the old paint of the building are still in good condition. In the rear of the building, a patio contains ferns and many interesting and rare plants, an old stone fountain, and a well with an oaken bucket. On the front veranda is the old ship's lantern which hung at the entrance of the fort. The chandelier from which each person lifted a lighted candle to take to his room at night is in the front hall of the house. The Native Daughters placed a bronze tablet at Drum Barracks on which was inscribed:

Officers Quarters 1862 Drum Barracks 1868.  
Supply Department of the U. S. Army. In Memory of the Importance of its Association with Early American History of California. Rudicinda Parlor No. 230 N. D. G. W. Placed this tablet October 2, 1927.

The citizens of Southern California have thus designated Camp Drum as a landmark which enacted an influential part in the military history of the West. Indeed, this post is commemorable for its most active part in helping to maintain California's loyalty during that time of internal strife, the Civil War.



*Drum Barracks Officers Quarters — Only Building Still Standing*

The purpose of the financial campaign for the preservation of Drum Barracks is to acquire, restore and establish this "last surviving soldier" of the Civil War history in Southern California as a permanent landmark. Cooperating to prevent the imminent destruction of the Barracks are local historical societies, the Los Angeles Cultural Heritage Board, the Wilmington Chamber of Commerce and other interested people who realize Drum Barracks should be established as a national monument and museum. From this nucleus, the Society for the Preservation of Drum Barracks has been formed.

A goal of \$100,000 has been established as the amount necessary to acquire the property, properly restore the building and provide necessary parking facilities. Contributions may be made to the Long Beach Area Historical Society for Drum Barracks, P. O. Box 815, Wilmington, California. The historical society is a non-profit corporation and contributions to it are tax deductible.

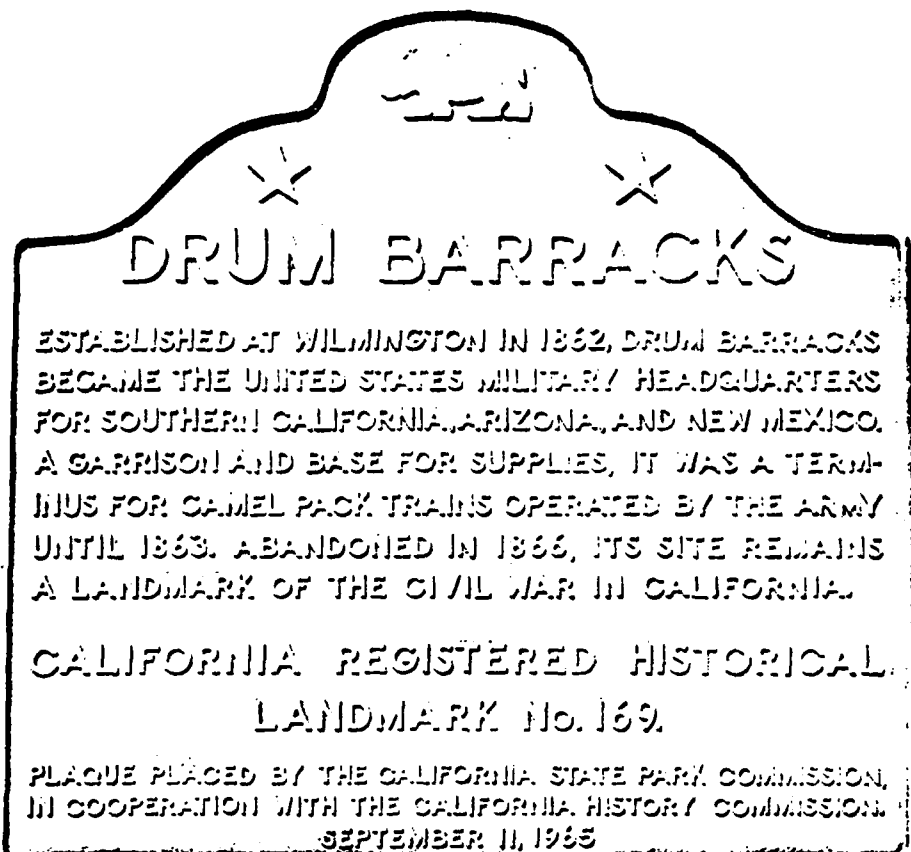
The Department of Social Service, City of Los Angeles, has approved the campaign, thereby assuring protection and solidifying action for donors by all sponsoring organizations.

For further information, please contact one of the following:

Richard B. Iverson, Vice President, Society for the Preservation of Drum Barracks, phone Area Code 213, 834-6448.

Raymond Girvigian, Chairman, Historic Buildings Committee, Southern California Chapter of American Institute of Architects, phone Area Code 213, 482-1675.

The Society for the Preservation of Drum Barracks, P. O. Box 815, Wilmington, California.



THE SOCIETY FOR THE PRESERVATION OF DRUM BARRACKS			
MEMBERSHIP APPLICATION:		mail to P. O. Box 815, Wilmington, California 90746	
Mr. Mrs. Miss	<div style="display: flex; justify-content: space-between; border-bottom: 1px solid black; margin-bottom: 5px;"> <span>Last</span> <span>First</span> <span>Middle</span> <span>(please print)</span> </div>		
Home Address			
No. & Street		City & Zip No.	Tel.
Business Address			
No. & Street		City & Zip No.	Tel.
Individual Member <input type="checkbox"/>	or Active Member <input type="checkbox"/>	\$5.00 Annual Dues	
Organizational Member		\$25.00 Annual Dues	
Donation			
Signed _____ Date _____			



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: California	
COUNTY: Los Angeles	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

<b>1. NAME</b>			
COMMON: Point Fermin Lighthouse			
AND/OR HISTORIC:			
<b>2. LOCATION</b>			
STREET AND NUMBER: 805 Paseo Del Mar			
CITY OR TOWN: San Pedro			
STATE California	CODE 06	COUNTY: Los Angeles	CODE 037
<b>3. CLASSIFICATION</b>			
CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>	Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both <input type="checkbox"/>	Public Acquisition: In Process <input type="checkbox"/> Being Considered <input type="checkbox"/>	Occupied <input checked="" type="checkbox"/> Yes: Unoccupied <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Preservation work <input type="checkbox"/> Unrestricted <input type="checkbox"/> in progress <input type="checkbox"/> No: <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input checked="" type="checkbox"/>	Park <input checked="" type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input checked="" type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	Comments <input checked="" type="checkbox"/>
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	Occupied by park per- sonnel
<b>4. OWNER OF PROPERTY</b>			
OWNERS NAME: United States Government			
STREET AND NUMBER:			
CITY OR TOWN: Washington, D.C.	STATE:	CODE 11	STATE: California COUNTY: Los Angeles ENTRY NUMBER DATE
<b>5. LOCATION OF LEGAL DESCRIPTION</b>			
COURTHOUSE, REGISTRY OF DEEDS, ETC: U.S. Coast Guard -- U.S. Government			
STREET AND NUMBER:			
CITY OR TOWN: Washington, D.C.	STATE:	CODE 11	STATE: California COUNTY: Los Angeles ENTRY NUMBER DATE
APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1 acre +			
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>			
TITLE OF SURVEY: U.S.G.S. San Pedro Quad. 7.5 Min.: C & G.S. Chart #5147 1:12000'			
DATE OF SURVEY: 1964 & 5/22/71 Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local <input type="checkbox"/>			STATE: California COUNTY: Los Angeles ENTRY NUMBER DATE
DEPOSITORY FOR SURVEY RECORDS: 11th Coast Guard District			
STREET AND NUMBER:			
CITY OR TOWN: Long Beach	STATE: California	CODE C6	

7. DESCRIPTION						
CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input checked="" type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input checked="" type="checkbox"/>			Unaltered <input type="checkbox"/>	Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE						
<p>The original structure, combining light tower and residence for personnel was constructed in 1874.</p> <p>In 1942 the lantern, railings, revolving lens and attendant mechanism were removed to accommodate a woodshed type of shelter superimposed on the tower.</p> <p>A radar lookout station was maintained in this for the duration of the war. All electronic equipment has long since been removed but the shed remains.</p> <p>The overall structure is of balloon type construction, lower portion having 8" channel rustic siding; tower exterior a board and batten design. Overhangs are supported by bracket construction characteristic of Victorian (1880) period architecture. The roof is a combination mineral thick butt surfacing; decorative palasters located on second floor elevations appear original. Ladders and pipe mar the lines of the original structure, much of the original fence is obliterated by foliage.</p> <p>The building, in fair condition, serves today as a residence for park personnel of the San Pedro Park and Recreation Department.</p> <p>An audio beacon located at another location in Point Fermin serves as a protective device for vessels entering and departing from Los Angeles Harbor.</p>						

## 8. SIGNIFICANCE

### PERIOD (Check One or more as Appropriate)

Pre-Columbian ☐ 16th Century ☐ 18th Century ☐ 20th Century ☐  
 15th Century ☐ 17th Century ☐ 19th Century ☒

### SPECIFIC DATE(S) (If Applicable and Known)

### AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aberiginal	Education	Political	Urban Planning
Prehistoric <input type="checkbox"/>	Engineering <input type="checkbox"/>	Religion/Phi-	Other (Specify) <input type="checkbox"/>
Historic <input type="checkbox"/>	Industry <input type="checkbox"/>	losophy <input type="checkbox"/>	
Agriculture <input type="checkbox"/>	Invention <input type="checkbox"/>	Science <input type="checkbox"/>	
Art <input type="checkbox"/>	Landscape	Sculpture <input type="checkbox"/>	
Commerce <input checked="" type="checkbox"/>	Architecture <input type="checkbox"/>	Social/Human-	
Communications <input type="checkbox"/>	Literature <input type="checkbox"/>	itarian <input type="checkbox"/>	
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>	Theater <input type="checkbox"/>	
	Music <input type="checkbox"/>	Transportation <input type="checkbox"/>	

### STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Point Fermin Lighthouse was the first substantial aid to navigation established at San Pedro and what has subsequently become Los Angeles Harbor.

Of the several wooden lighthouses established in the 1870's between San Francisco and San Diego, this handsome structure remains as the sole example.

By 1871 sea traffic had increased to the point where guidance was needed by vessels entering Los Angeles Harbor. This brought about construction of the Light which was first operated on December 15, 1874. Off the precipitous cliffs upon which the lighthouse stands, some 35 ships have been lost, mostly due to dense fog. One of these, the British ship Respigadera struck a rock and sank within 20 minutes when it cut too close to the Point in 1893. Among other ships lost were the David C. Meyer and the Prentiss, both lumber schooners.

The lighthouse which has been automated now forms a feature of a San Pedro city park.

Its most recent major use was from 1942-45 when during World War II the structure served as a radar base.

<b>9. MAJOR BIBLIOGRAPHICAL REFERENCES</b>			
<p>Spalding, W. A.  <u>History and Reminiscences</u>, Los Angeles City and County, California,  Vol. 1. J.R. Finnell &amp; Sons Pub. Co., n.d., "Point Fermin," p. 326,  417, 446, 455, 490 (R979.494, Vol. 1 (3v. ed)).</p> <p>Hager, A. M.  <u>San Pedro Harbor Highlights</u>  La Siesta Press, 1966, "Point Fermin Park", p. 36 (C979.493)</p> <p>Gudde, Erwin G.  <u>California Place Names: A Geographical Dictionary</u>  University of California Press, 1949, "Fermin", p. 115 (C929.4)</p>			
<b>10. GEOGRAPHICAL DATA</b>			
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY		D R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE
CORNER	LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds    Degrees Minutes Seconds
NW	. . .	. . .	33° 42' 19.5" N    118° 17' 34" W
NE	. . .	. . .	
SE	. . .	. . .	
SW	. . .	. . .	
LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES			
STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
<b>11. FORM PREPARED BY</b>			
NAME AND TITLE: William L. Olesen, Secretary			
ORGANIZATION Point Fermin Lighthouse Committee		DATE July 11, 1971	
STREET AND NUMBER: 369 Santa Cruz Street			
CITY OR TOWN: San Pedro		STATE California 90731	
		CODE 06	
<b>12. STATE LIAISON OFFICER CERTIFICATION</b>		<b>NATIONAL REGISTER VERIFICATION</b>	
<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p style="text-align: center;">National <input type="checkbox"/>    State <input type="checkbox"/>    Local <input type="checkbox"/></p> <p>Name _____</p> <p>Title _____</p> <p>Date _____</p>		<p>I hereby certify that this property is included in the National Register.</p> <p>_____  Chief, Office of Archeology and Historic Preservation</p> <p>Date _____</p> <p>ATTEST:</p> <p>_____  Keeper of The National Register</p> <p>Date _____</p>	

PROPOSAL FOR RESTORATION AND MUSEUM

Point Fermin Lighthouse - San Pedro, Calif.

Fortunately the restoration of Point Fermin Lighthouse will be relatively simple. Basically the structure is original. The filigree, balustrades, stairways, etc., are all intact which will allow copies to be made wherever necessary.

The only sizable reconstruction necessary concerns the top story of the light tower. This was added after the building was no longer used as a lighthouse. (Note the enclosed photograph) The addition was built atop the flooring which supported the light itself. It is believed that the balustrade that surrounded the light is encased within the walls, and on the deck the outline of the original light can be discerned, thus providing the proper dimensions for reconstruction of the light itself. It is very possible the Coast Guard may have a similar one stored somewhere.

Basically the interior of the Lighthouse can be adapted to museum use with relatively little change necessary. The floors should be restored to the natural wood and kept that way. The walls and ceilings will be painted in a uniform color and the beautiful stairway will be refinished and carpeted.

The Lighthouse floor plan is as follows: Three large rooms on the first floor the largest of which is the kitchen and dining area. A parlor occupies the northwest corner with another spacious room to the south. On the second story level are two big bedrooms and a smaller storeroom or perhaps an office.

The main entrance to the museum will be from the south porch, either into the hallway or the kitchen. Museum visitors will circulate through the first floor continuing up the stairs to the second level then exiting out onto the balcony, which affords a breathtaking view of the coastline and the sea below. They will then leave the building by way of the outside stairway to the ground level.

The general theme of the Point Fermin Lighthouse museum will be a history of the Port of Los Angeles including the illustrated story of the Point Fermin Lighthouse. An entire room will house the fascinating story of the U.S. Coast Guard, lighthouses and lightships on the west coast of the United States. Other sections of the museum will be devoted to sailing ships and the different types of craft that have come and gone within sight of the Point Fermin Lighthouse. Local marine disasters and unusual happenings will also be covered. All of this will be achieved through photographs, illustrations and paintings and rare documents. (See attached floor plans)

We are indeed fortunate to have the "Miracle of the Mudflats", a photographic history of San Pedro 1835-1940 at our disposal. The collection contains some 155 pictures ranging in size from 5 feet by 6 feet to 8 inches by 10 inches. It can be said that this is the finest picture history of the harbor ever assembled. This will be impressively displayed in the entrance room.

Throughout California the favorable response to the proposed Point Fermin Lighthouse museum has been amazing. Dr. Robert A. Weinstein, leading authority on west coast maritime and nautical history with some 100,000 pictures and books, has agreed to make available to us any material we may need to formulate exhibits. He will also serve as a volunteer consultant. The San Francisco Maritime Museum will work fully with us on this project. The Huntington Library, the Title Insurance and Trust Company and the Bancroft Library of the University of California are among the many others eager to cooperate. The excellent response is due to the fact that there is nothing quite like the proposed Point Fermin Lighthouse anywhere. The Lighthouse itself will be the most interesting exhibit.

Two of the enclosed photographs show the lighthouse as it stands today. The third was taken fifty-five years ago and gives one an idea of how the structure will look when restored. Note that I have outlined the changes that were made in the 1940's. In order to properly restore the building these must be removed.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

☒ NAME

HISTORIC

S.S. CATALINA

AND/OR COMMON

Great White Steamer

☒ LOCATION

STREET & NUMBER

Berth 96, Los Angeles Harbor

CITY, TOWN

San Pedro

VICINITY OF  
CODE

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

32

STATE

California

COUNTY

Los Angeles

CODE

☒ CLASSIFICATION

CATEGORY

\_\_\_DISTRICT

\_\_\_BUILDING(S)

\_\_\_STRUCTURE

\_\_\_SITE

☒ OBJECT

OWNERSHIP

\_\_\_PUBLIC

☒ PRIVATE

\_\_\_ROTH

PUBLIC ACQUISITION

\_\_\_IN PROCESS

☒ BEING CONSIDERED

STATUS

\_\_\_OCCUPIED

☒ UNOCCUPIED

\_\_\_WORK IN PROGRESS

ACCESSIBLE

☒ YES, RESTRICTED

\_\_\_YES, UNRESTRICTED

\_\_\_NO

PRESENT USE

\_\_\_AGRICULTURE

☒ COMMERCIAL

\_\_\_EDUCATIONAL

\_\_\_ENTERTAINMENT

\_\_\_GOVERNMENT

\_\_\_INDUSTRIAL

\_\_\_MILITARY

\_\_\_MUSEUM

\_\_\_PARK

\_\_\_PRIVATE RESIDENCE

\_\_\_RELIGIOUS

\_\_\_SCIENTIFIC

☒ TRANSPORTATION

\_\_\_OTHER

☒ OWNER OF PROPERTY

NAME

M. G. R. S. Corporation

STREET & NUMBER

P. O. Box 1027

CITY, TOWN

San Pedro

VICINITY OF

California

STATE

NOTE: Placed on National Register of  
Historic Places on September 1,  
1976. The S.S. Catalina was sold  
to Mr. S. Singer, Beverly Hills,  
and is still in the harbor.

☒ LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Long Beach Coast Guard Marine Inspection Officer

STREET & NUMBER

2035 Customhouse, 300 S. Ferry Street

CITY, TOWN

Terminal Island, California 90731

STATE

☒ REPRESENTATION IN EXISTING SURVEYS

TITLE

N/A

DATE

\_\_\_FEDERAL \_\_\_STATE \_\_\_COUNTY \_\_\_LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

## DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

On May 23, 1924, the SS Catalina was christened and readied for her maiden voyage. She measured 301 ft. 7 1/2 inches, with a width of 52 ft. 1 inch. Of 1,766 gross tons, she could carry 1950 passengers and a crew of 71 on three passenger decks. The Catalina was pure white from her waterline to the bridge, except for guards which presented a fine black stripe almost her full length. The two tall, graceful masts and the huge funnel were buff colored with black trim and there was a large brass steam whistle. The latest in navigating equipment included an electric Sperry gyroscopic compass, along with a powerful wireless radio-transmitter and receiver. The passenger accommodations were spacious and included a lunch counter with completely equipped galley and a ballroom with a live orchestra. Because of the Prohibition laws then in effect there was no bar, but the middle deck was called the Salon Deck, meaning parlor, and it contained luxurious leather upholstered sitters and chairs. On the Promenade Deck was even a super de'uxe stateroom fitted out for Mr. Wrigley's exclusive use.

One of the most unusual and special features of the ship's design was the removal of all lifeboats and launching gear from the top deck and locating them as a second deck below. This placement cleared the top deck of all obstructions to maximize viewing, it provided the ship with greater stability by shifting the weight of 20 steel lifeboats to the lowest possible point and the lifeboats could be more easily boarded and launched in case of emergency.

After the Catalina's service in WW II, she was repainted white and reconditioned. There are now bench seats for passengers on salon, promenade and bridge decks. Stair wells for passengers from deck to deck, passenger lounge, bar and dance floor aft. She is currently resting at Berth 96 in Los Angeles harbor, where she has served 52 years.

The following is a precise description of the SS Catalina's particulars: official number, 225-907; passenger limit, 2,200; depth, 21'-0" to main deck; 12'-6", main deck to salon deck; 8'-0", salon deck to promenade deck; 7'-6" promenade deck to bridge deck; (mean) draft, 13'-6"; net tons, 1164; speed, 15.5 knots; two triple expansion reciprocating steam engines with four oil-fired water-tube boilers; horsepower, 4,000 SHP total; engine builder, Hoover-Owens and Rentschler of Hamilton, Ohio; builder, Babcock and Wilcox.



AD-A144 532

LOS ANGELES-LONG BEACH HARBOR AREAS CULTURAL RESOURCE  
SURVEY LOS ANGELES COUNTY CALIFORNIA(U) ARMY ENGINEER  
DISTRICT LOS ANGELES CA L J WEINMAN ET AL. APR 78

3/3

UNCLASSIFIED

F/G 5/6

NL

END  
DATE  
F. LABEL  
O. 6.1



## **SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

In 1923, William Wrigley, owner of Catalina Island, held a contest to design and build a passenger vessel specifically for the Catalina run. On May 23, 1924, the SS Catalina was christened and began her long service. The SS Catalina was luxuriously designed with three passenger decks that boasted of every comfort and facility including a ballroom with a live orchestra, a salon deck with luxurious leather upholstered sitters and chairs, promenade deck, etc. At this time the ship was billed as a "Million Dollar Ferryship to Fairyland". The Catalina was at this time one of three vessels serving the Island. Both the Cabrillo and the Avalon, as well as the Catalina, operated at capacity loads, with two trips a day scheduled to the Island. The Pacific Electric Railway, the Big Red Cars, initiated direct trolley service to the new Catalina Terminal at Wilmington. During the depression, only a temporary slump in business was created.

Then on December 6, 1941, Santa Catalina was closed to the public and became a training area for the war effort. The SS Avalon was requisitioned by the WSA and given the task of transporting Merchant Marines to the Island. The Catalina and the Cabrillo were taken out of service for their own protection. The SS Cabrillo and the SS Catalina were requisitioned by the War Shipping Administration and sent to San Francisco where they were used as troop carriers between various staging areas and the troop ships.

Specifically, the Catalina attained an incredible record of carrying a total of 820,199 men, or more than any other Army Transport, throughout the war. She was also the first harbor craft in the San Francisco Bay area to have navigational radar installed. In 1946 the Catalina was withdrawn from service and offered back to her owners, Wilmington Transportation Co. She was repainted white and resumed her voyages to Avalon. The Cabrillo was offered back to her owners, but her owners declined to buy her back. The SS Avalon was reconditioned and returned to regular service some four months before the SS Catalina. In 1960 the Avalon was sold and scrapped. Of the original fleet, only the SS Catalina remains.

It should be pointed out that the Catalina has the only operational triple expansion reciprocating steam engine under registry in the entire United States at this time.

Copy: Nomination of California  
State Historical Landmark No. 380

Name of Historical Point: **SITE OF HOME OF DIEGO SEPULVEDA**  
in little canyon near San Pedro, Los Angeles County

Ownership: Privately owned

Description: Channel Street now runs into Gaffey Road, near San Pedro—post office address is San Pedro—and Gaffey Road runs along almost the identical line the old road ran first used by the Indians, then by the Spanish settlers, and now by a whole population bound to and from the outer harbor.

The adobe home was built by Diego Sepulveda (Robinson gives the date 1853 in his story of the San Pedro Rancho) and was situated in the 700 block of Channel Street (Mrs. Florence Dodson Schoneman, who was born in this house, pointed out the site to the writer). It faced on Gaffey with the barns and corrals to the rear above Channel Street.

This was the first two story Monterey type adobe built in southern California. Its dimensions were about 30 by 50 feet.

Between the house and the road was a vegetable garden and orchard; the tides washed into the orchard repeatedly, killing the trees, until Mrs. Schoneman's grandmother, Maria Elisaldi Sepulveda, a very wise home and orchard manager, planted a hedge of "tamarack" trees around which the sands piled making a dike between the orchard and the sea. This grandmother loved the sea and she collected shells from the foot of her garden and along the ocean front. It is her collection that made the nucleus of the shells now on exhibition in the Museum at Cabrillo Beach and also in the Avila House, Olvera Street, Los Angeles.

Thirteen children were born in this adobe home, Rudecinda Sepulveda, Mrs. Schoneman's mother, being the youngest of the family. Three generations of the family lived in the home.

There had never been any farming in the general sense done on this vast rancho until Mr. Schoneman's father as a young man began handling sheep and general cultivation.

There is not a trace of this gracious old adobe left—more's the pity!

Nearby is an artesian well from which the town of San Pedro once got its water supply and which still flows sufficiently in quantity to supply the neighborhood. This well is about midway between the Jose Sepulveda's site and Channel Street—the two homes were in sight of each other.

When Mrs. Schoneman was a little girl in the 1880's, the marketing was done in Los Angeles, which was cut off from San Pedro many weeks at a time when the rains came, the whole area seeming to be covered with sheets of water and there being no roads nor bridges—during these times the supplies were brought on horseback from Willmore (Long Beach).

On this home place were raised tomatoes which were made into tomato paste for winter, dried beans, fruits, and they put away pumpkins too. Mrs. Schoneman has no memory of having raised potatoes on any of the ranches. The year's calendar was simply one of the farm chores that were done as the seasons passed; sheep shearing in January, the orphan lambs taken in by one of the herders and sometimes they began large flocks for the tender protectors. In front of these Sepulveda homes, that of Diego, Jose, and Juan, passed the early history of California; old Gaffey Road is a historic road.

**Name: SITE OF OLD WHALING STATION AT PORTUGUESE BEND, LOS ANGELES COUNTY**

**Owners: A. E. Hanson Co., Rolling Hills, California**

**History and Description:** Hallock F. Raup writing in the March, 1937, "Quarterly" of the Historical Society of Southern California, says the industry of whaling was begun by Captain Clark, in 1864. Captain Frank Anderson, a Portuguese, from 1874 to 1877, tried 2,166 barrels of whale oil at this station. The station was abandoned because lack of fuel rather than whales.

Several of the older residents who knew this coast in the 19th century have told about having seen the great iron kettles used by these Portuguese whalers who used to tow their catch of whale into this semiprotected water, cut the blubber from the body, and boil out the oil and ship it from California in their own boats.

Almost every early writer mentions the great number of whales that used to be in the vicinity of the channel between Santa Catalina Island and the mainland, as well as in the San Pedro incurving coast waters.

The site of the vats still shows a well packed bit of land on which no grass nor weed grows. One of the vats was located about where the low coping wall is now placed to protect the beach, and the other was about 50 feet away. So far as now known the vats have disappeared entirely as so far no one seems to know their whereabouts.

Mrs. Florence Dodson Schoneman (Diego Sepulveda's granddaughter and born on this estate) remembers a character called Crawfish George who had a shack on top of Inspiration Point (not so called at the time, however) in which he lived and acted as sort of a watchman for the vats. She recalls playing in the vats and to her child memory they were very large.

Mr. Ralph Bandini remembers the vats painted red and used by Clam Chowder Charlie to advertise his seafoods—at about this same spot.

Professor Raup says the whaling ceased about 1885—Mrs. Schoneman thought the whaling operations were carried on in the 1850's—and there is some other authority for thinking this might have been so.

It was the California gray whale that was caught in such vast numbers along this coast—10,000 being taken between 1851 and 1875.

Portuguese Bend is shown on the official map of the Palos Verdes Estates published in 1924 as being about 2-1/2 miles easterly from Point San Vicente.

(Data from Mrs. Edwin S. Fuller, Junior Past President, California History and Landmarks Club of Los Angeles, Inglewood, February, 1941).

Statements of Mr. Ralph Bandini, Palos Verdes.

Mrs. Florence Dodson Schoneman, Los Angeles.

Mention is made in some magazine article, but no details that we can recall.

Hallock F. Raup, "Rancho Los Palos Verdes" Quarterly of Southern California Historical Society, March, 1937.

January 20, 1941

Data collected by Mrs. Edwin S. Fuller, Inglewood, California  
California History and Landmarks Club of Los Angeles.

No. 53 December 6, 1967

**OLD ST. PETER'S EPISCOPAL CHURCH  
HARBOR VIEW MEMORIAL PARK  
24th Street and Grand Avenue  
San Pedro**

The first service in Old St. Peter's Episcopal Church was held on Easter Sunday, April 13, 1884, when the building was located on Beacon Street between 2nd and 3rd Streets in San Pedro.

Since the steeple was considerably higher than it is today, it served as a landmark easily seen from the surrounding area and from the sea.

The Rev. Carlos S. Linsley, who was Vicar of St. John's Episcopal Church in Wilmington, walked across the railroad trestle to San Pedro to conduct services in St. Peter's.

In 1904 the church was moved from Beacon Street, fast becoming a waterfront commercial area, to the relative quiet at Tenth and Mesa Streets. In the process of moving, the steeple was removed and only part of it replaced in the new setting.

In April, 1947, the church was marked by the Rudecinda Parlor No. 250 of the Native Daughters of the Golden West.

As the community grew, Old St. Peter's, dear as it was to the parish, could no longer fill its needs. Ground breaking for the new church took place in July of 1953. The moving and preservation of the old church as a memorial was a matter of concern. During the period of construction of the new church, efforts were made to find a satisfactory location for the old church. Six civic minded citizens (of various faiths) organized a steering committee to raise funds to save Old St. Peter's from destruction. They soon had the support of the community and of the Thirty Year Club of San Pedro to raise the necessary funds. In September, 1956, a 3-year campaign to save the old church was climaxed. The church was placed on its present site within Harbor View Memorial Park.

The old furnishings, which are still to be found in the church, include a carved lectern held up by an intricately carved wooden angel, which is said to have been in the church since it was built. It holds the original Bible. A tiny edifice, the church measures only 21 feet wide, with a seating capacity of 110.

Having been deconsecrated in July, 1956, nondenominational services are held on special occasions. It is San Pedro's oldest church.

Harbor View Memorial Park is a 3-acre site richly endowed with a historic past. It is municipally owned, the Department of Recreation and Parks having the responsibility for its maintenance and preservation, as well as for Old St. Peter's Church within its confines. The cemetery was presented by Capt. August W. Timms to the City of San Pedro on January 2, 1888. Los Angeles acquired the cemetery in 1909 when the City of San Pedro consolidated with Los Angeles.

(Printed in Cultural Heritage Board, *Fact Sheets on Historic-Cultural Monuments*.)

